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NOVEMBER 1979 $1.50

RAILFAN & RAILROAD

48760

KODACHROME: BILL JOHNSON

THE FIRST VIEWING of the Illinois Central Gulf's proposed new orange and slate gray color scheme was at Woodcrest Shop in Chicago on June 26, 1979. The colors, adorning GP38-2 9568, were approved by management a week later to become the standard.

Railnews

THE LONG ISLAND RAILROAD, at the urging of its new president, Frank Gabreski, has been adding color to its units. The road's entire fleet of GP38-2's was given the red stripe of the Bicentennial 252, and samples were painted up of two proposed new schemes for the rebuilt FA cab cars. A couple of variations were tried on the 608 of a scheme proposed by shop employees (**below**, at Long Island City on May 31, 1979), but they were rejected in favor of the predominantly blue and white scheme proposed by management and first applied to FA 610. By June 24, 1979, 608 (**right**, at Mineola on July 1) had been repainted to the new standard.

KODACHROME: WILLIAM ROSENBERG

KODACHROME: J.C. SMITH, JR.

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From the Publisher's desk: Amtrak's Catch-22

Amtrak's systemwide figures for May 1979 versus the same month in 1978 make for some interesting reading. Here's a capsule version:

	MAY 1978	MAY 1979	INCREASE
In Amtrak's Automatic Ticketing and Reservation System:			
Reservations	194,000	443,000	127%
Denial space because of sell-out	68,040	756,246	1011%
In Amtrak's Central Reservations Offices:			
Calls attempted	1,695,731	6,812,827	301%
Busy signals received	92,937	4,865,588	5135%
Calls handled	1,550,235	1,503,588*	–3%
Amtrak ridership:			
Ridership	1,651,000	1,975,000	19.7%
Average trip length (miles)	197	216	9.6%
Passenger miles (millions)	325	426	31%
Passenger miles per train mile	121	155	28.1%
Total sales in millions for the month of May			
Total sales	$26.7	36.1	27.7%

* More calls were received in 1979 due to 1979 callers planning more long trips and increasing the lengths of calls.

Prior to the dramatic ridership increases brought on by the spring gas crisis, Secretary of Transportation Brock Adams had proposed in January the elimination of 43% of Amtrak's rail passenger route miles in order to trim some $166 million from its annual subsidy while affecting only 9% of the ridership. Although a bit shocking to those who support rail passenger service, some of the Adams reductions made sense and Congress seemed ready to go along with the idea. Then came the gas crisis and newspaper cartoons showing people stranded in the gas lines while Jimmy Carter nailed shut the depot door. It was one of those circumstances of incredibly unfortunate timing that political cartoonists live for.

Amtrak's ridership boomed in May, at the very time Congress would have to okay or alter the Adams proposal. The most dramatic example of Amtrak's potential came in the Los Angeles-San Diego service on the Santa Fe Surf Line. With six round trips per day over the 128-mile line, Amtrak was hauling over 4700 riders per day for a total of 148,324 riders for the month of May 1979. The highest volume that line had ever before handled was an unofficial 125,000—during the height of World War II!

In mid-June, Adams announced a compromise in the Administration's position whereby the 1980 Amtrak budget would be increased by a little over $60 million and Amtrak would have the authority to decide which of its trains would be continued and which would be dropped or altered. He said, in effect, that the public could "vote" which trains would survive by buying tickets. The formula for retaining a train was that it should average 150 passengers and lose no more than 7¢ per passenger mile.

As we go to press, the House has approved a bill that would cut only about 20% of the Amtrak system and is likely retain such threatened favorites as the *Crescent, Montrealer, Inter-American* and *Southwest Limited*. The Senate will now have to act, and the situation will probably have been resolved by the time you read this. The best thing that you as railfans and travelers can do is cast your "vote" by riding your favorite trains as soon and often as possible.

RAILFAN & RAILROAD

november 1979/vol.3 no.1

RAILROAD/founded 1906/vol. 105 no. 7

features

24 **The Traction Company**/David R. Clemens
I **Index to Volume 2**/December 1977-September 1979
33 **Weekend in Houston: 1948**/Philip R. Hastings
46 **Short Line Rosters**/Sy Reich
47 **Railfanning China**/Henry E. Bender, Jr.

departments

2 **Railnews**/news in color
4 **Fanmail**/letters from readers
8 **Railroadiana**/product news and reviews
15 **Timetable**/events
20 **Railnews**/items of current interest
42 **Transit Topics**/Steve Maguire
44 **Camera Bag**/photography tips
45 **In Search of Steam**/Mike Eagleson
53 **We'd like you to meet . . .**/author sketches
56 **Markers**/editorial commentary
58 **Not in the Wheel Report**/Joe Easley artwork
60 **Switch List**/classified advertising
62 **Advertising Index**/where to find it

cover

Bringing a splash of color to the California countryside, Geep 60 of the Central California Traction Company crosses the timber trestle over the Cosumnes River at Wilton with the northbound Local on July 2, 1979. Dave Clemens outlines the history and operations of this prosperous short line beginning on page 24. Kodachrome by Dave Stanley.

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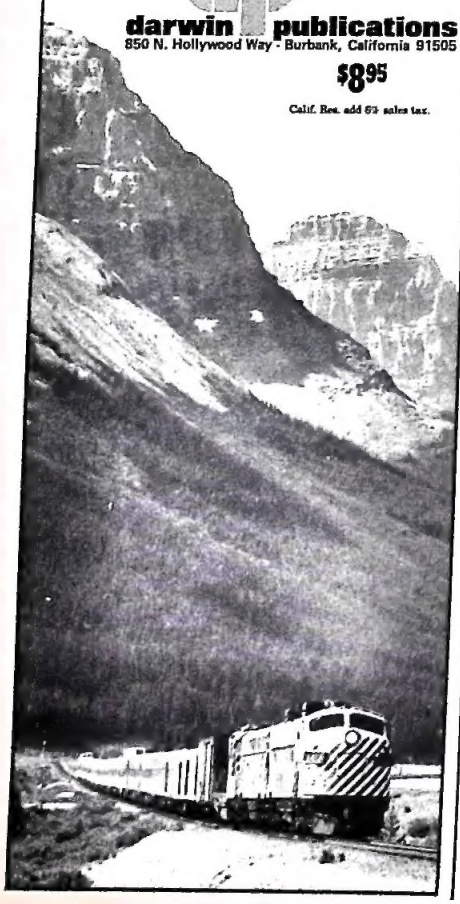


Fanmail

RAILROAD collections

My collection of *Railroad* Magazine from 1933 through 1978 has just been donated to the Colorado Railroad Museum, of which I'm a member. Along with it was an issue of *Railroad Man's* Magazine dated April 1916. An ex-railroader with the Union Pacific, I was the last boilermaker apprentice trained in Denver, graduating in 1952, and was the first boilermaker to be laid off in May 1955.

JOHN W. SMITH
Wheat Ridge, Colo.

I have a *Railroad* collection complete from January 1932 except for that large format December '48 issue you mentioned—wouldn't care to sell it, would you? (*No*—H.H.C.) I bought most of the oldies (January 1932 through 1945) for $25.00 from a man who said they'd been in his family. As some were duplicates, I was able to sell the extras for $27.00, a handsome profit for a college student in 1962. I filled out the collection from various dealers over the years.

DON C. WARREN
APO New York

How to find steam

As I hope to visit the U.S.A. within the next two years, could you advise me on a source of information regarding steam railway museums in the western states?

T.E. MARSHALL
Middlesex, England

⊂ *The best source is the* Steam Passenger Service Directory, *published and updated annually by the Empire State Railway Museum, P.O. Box 666, Middletown, NY 10940. The price is $4.00 for the 1979 edition*—J.B.

Critical comments

Your comments in the July '79 *Markers* really got me going. You hotshots cut down the famous Beer City magazine for making a mistake about EMD's 100-millionth horsepower engine, and you turn around and blow it yourselves. For your information, it was painted metal-flake *silver*, not gold, as you self-proclaimed know-it-alls said it was. And you have the nerve to cut down the Beer City bunch.

At least the Beer City magazine has a professional attitude toward the railroad industry. What we get from them that we don't get from you are serious articles and pictorials. What we don't get from them but do get from you is Jim Boyd's byline on photos and articles on almost every other page. By the way, Mr. Boyd, your revelations about all your experiences just bore me to death. Zzzzzzzzzzz.

THOMAS N. TRANCULA
Norridge, Ill.

⊂ *You seem, Tom, to have misread the tone of our commentary; it's so seldom the Beer City bunch is that far off base that we couldn't resist having a little fun with them. For your information, however, that engine had a multi-layer gold/silver metal flake paint job that appeared to be different colors under different lighting, but LaGrange informs us that the predominant color was gold. Incidentally, I wonder how the Beer City folks will feel when they find out that the KCS is getting the first SD40X's, not SD50's as mentioned twice in their September 1979 issue? Now if I could only figure out a way to correct my reference to those "M630's" that were really M636's in the 76,000 copies of the July 1979 issue that we printed*—J.B.

The rare issue

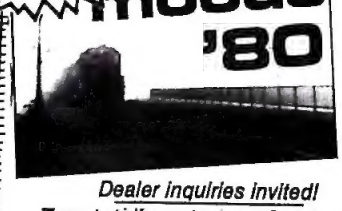
Your comment about the large format December 1948 *Railroad* was of particular interest because I just happened to pick up that used issue the day before I bought the current issue at Troxel Brothers Models in Los Angeles—25¢, mint!

The new combined RAILFAN & RAILROAD is excellent but the list of names of the magazine staff looks like *Railroad* took over RAILFAN, rather than the reverse. Maybe the name should be reversed, considering the age (since 1906) of the former *Railroad*.

NORMAN WEDELSIND
Wilmington, Cal.

⊂ *The surviving magazine is* RAILFAN *in both staff and content; Freeman Hubbard has retired but retains the honorary title of editor emeritus. Managing Editor Jim Boyd handles all editorial and production responsibilities. Of the full time in-office editorial staff, Tony Koester and Bill Schaumburg spend 98% of their time on* RAILROAD MODEL CRAFTSMAN *and, except for Bill's map art-*

J. HOWARD AUDIBERT'S
NEW! diesel moods '80



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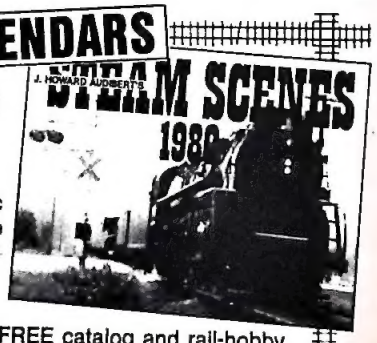

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work, contribute primarily in an informal advisory capacity. Projects Editor Bob Mohowski is a school teacher who spends much of his summer in the office working on specific projects for RMC *and* R&R. *Hal Carstens' time is spent as publisher making sure the thousands of details of the business side of the company result in paychecks every couple of weeks. The former* Railroad *columnists, Steve Maguire, Mike Eagleson and Sy Reich, work out of their homes. All of the advertising department people and the rest of the staff listed on our masthead are full time employees at the Carstens office*—J.B.

Sharks!?!

I really enjoyed your piece on underwater railfanning in the July 1979 *Markers*. However, I firmly believe that you should have told the rest of the railfan community of this technique a lot sooner; how else are railfans supposed to get pictures of the Sharks and Alligators?

MARK KASZNIAK
Chicago, Ill.

July typo parade

Although the spelling with an "a" is correct in some instances, the C&O 4-8-4's are Greenbriers, as in the County, River and Hotel.

JOHN P. KILLORAN
Hurricane, W.Va.

Regarding my photo of the ICG/auto accident in *Markers,* in the heading and caption you refer to it as Eleventh Street but have it correct as Eleventh Avenue in the text. However, Eleventh Avenue is south, not north, of the ICG tracks.

JOHN BURCHETT, JR.
Rockford, Ill.

I know editors like to get newsworthy pictures into print as soon as possible, but the date, November 11, 1979, on the caption of the pictures of the V&T on page 32 is little short of miraculous.

ARA MESROBIAN
Chevy Chase, Md.

On page 62, the last word in the item about Sierra charters is "champaign". I presume you meant a bit of the bubbly (champagne) rather than a battlefield or expanse of open country.

IRVING W. SMITH
Bristol, Tenn.

There are two errors in the "VIA Brock-

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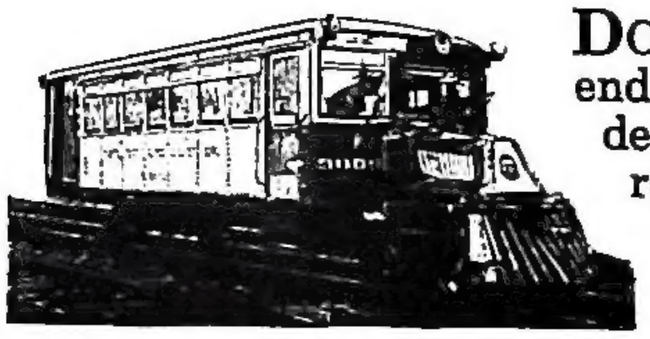

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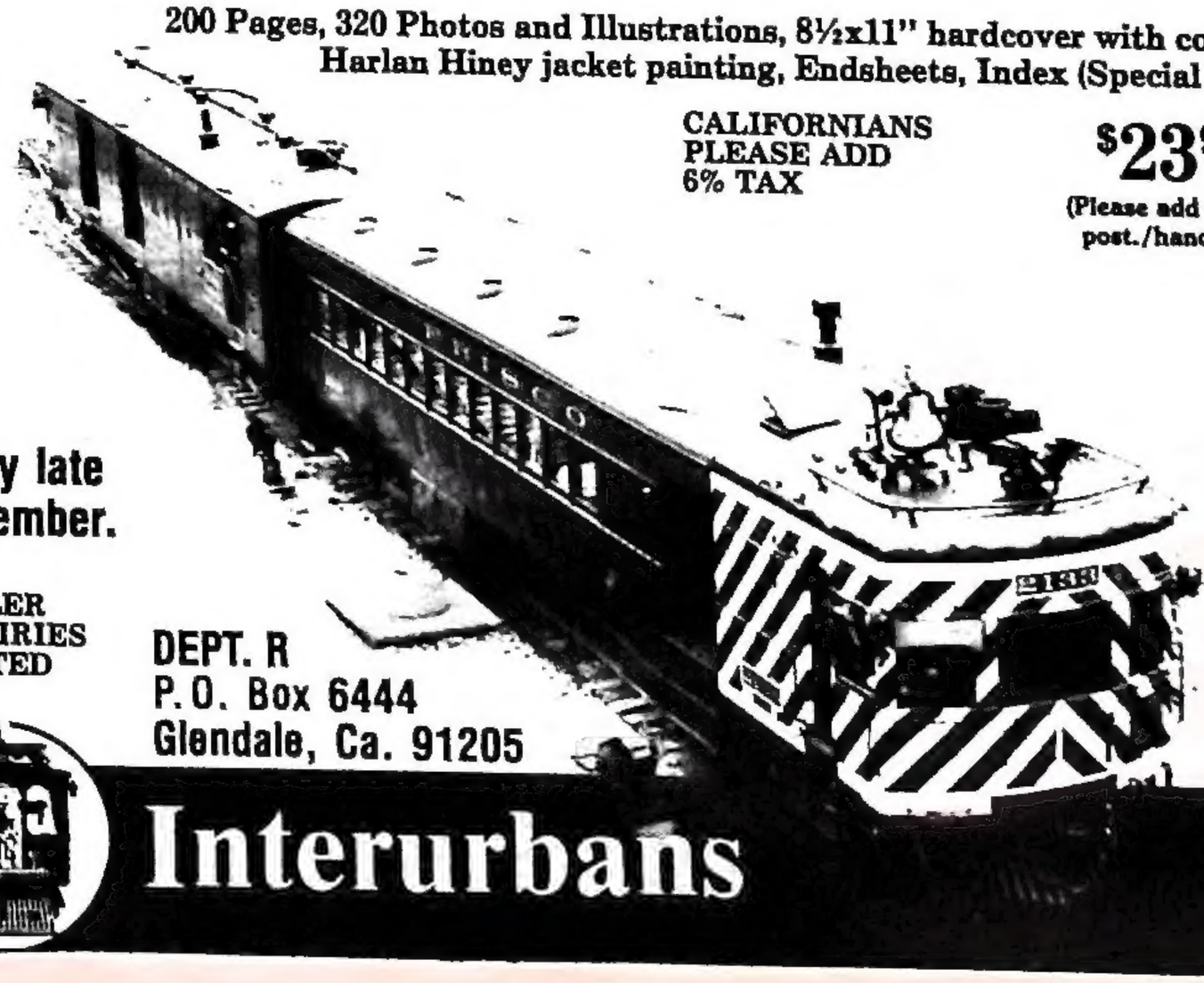

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ville" article on page 23. The map has Lake Ontario labeled as Lake Erie, and you call the trio of 2300's "M630's". No, they are M636's, getting 3600 h.p. each out of gutsy 251E V16's. The M630's are 2000's and M636's are 2300's on the CNR.

STEVE COPLEY
Newton, Ala.

Your opening sentence in the "VIA Brockville" article sounds like you had a few too many "stops for refreshments" to be able to arrive at ". . . 7:00 a.m. on the Sunday evening . . .". Great article, though.

CHUCK PORTER
Oconomowoc, Wis.

⊂ *July 1979 was not one of my better issues for typos and out-and-out goofs. I always managed to get home, but I never could keep those duplicating Streets and Avenues in Rockford straight even when I was living there. I picked up that spelling of champagne while attending the University of Illinois at Champaign—and that place is flat. The Greenbrier and 1979 date are understandable, but that misidentification of the Montreal Alcos still puzzles me; I'm just leery enough of my Canadian diesel spotting that I thought I looked* everything *up—obviously I missed one. That "a.m. Sunday evening" business is downright humiliating, though—not only is it wrong, it's redundant*—J.B.

Buccola's centerspread

Your centerspread for July of C&O 2716 has to be one of the most amazing that has ever been published in our hobby! Who in the world would know she isn't working her hardest in tandem with the diesel on a long drag? Even the absence of exhaust doesn't detract in the least. This is a classic.

B.L. PORTERFIELD
San Francisco, Cal.

Georgetown Loop

Many thanks for the timely article on the Georgetown Loop: "timely" meaning a week before our leaving on vacation. Although I had read and heard about the railroad that originated from Silver Plume, I had no idea of its historical significance and natural beauty. Subsequently, we made it a point to ride what was a beautiful and exciting ride. I urge anyone who is in the area to make sure this is one of their stops. Thanks to the State Historical Society and Mr. Ashby for making it possible, and best of luck in finishing the Loop.

BOB & LaRAHE ZIMMERMAN
York, Pa.

Still serving Sterling

On the strength of your article "Steam Still Serves Sterling" in the Spring 1977 RAILFAN, I went there from Cass Railfan Weekend last week. It was an interesting operation to see, and, yes, they're still very nice about photo permits. The only change I have to report is that the engines I saw working, 05 and 80, were not using auxiliary tenders or canteens of any kind. They took water from the tank near the Wallace Street crossing or from a three-or-four-inch hose coming from a new steel building on Miller Street.

RICHARD STORY
Rochester, N.Y.

⊂ *The Northwestern Steel & Wire operation at Sterling, Ill., is the last continuing steam freight operation in the U.S. (this does not count a handful of fireless cookers still tucked away in various industrial operations), and it looks as though the venerable ex-GTW 0-8-0's will make it into the 1980's. Although the immediate future looks good, we understand that NSW has been seriously considering dieselizing*—J.B. ⊂

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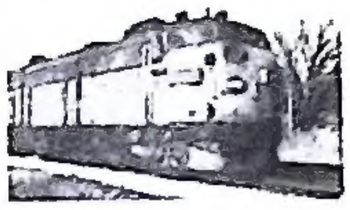

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Product news

A couple of the most remarkable volumes we've ever encountered are the reprints of the June 1916 and January 1930 *Official Guides*. Having acquired an original late-1919 *Guide* in the *Railroad* collection, we were struck by how the deteriorated fragility of the volume has rendered it almost worthless as a reference source for fear that any additional handling would destroy it. The June 1916 reprint, on the other hand, is on new and heavy paper and should withstand decades of handling. This massive volume is 2⅜" thick with 1640 pages representing a sampling of the year of America's greatest railway mileage. These vintage *Guides* are a must for any serious rail historian. Both the January 1930 and June 1916 *Official Guide* reprints sell for $30.00 per copy and are available from *Official Guide Reprints*, 424 West 33rd Street, New York, NY 10001.

Hill Press, Bernardsville, NJ 07924, has reprinted in booklet form two interesting articles from the Tri-State Chapter NRHS publication *The Block Line*. *The Gladstone Branch*, by Tom Nemeth and Homer Hill, is a fine railfan's guide to the picturesque former-Lackawanna electrified line in New Jersey which is still running with its original 1930's equipment. *Phoebe Snow, The Lady and the Train*, by Don Dorflinger, is an illustrated history of the famous DL&W passenger train with complete equipment roster. Both booklets have 16 8½"x11" pages with excellent photo reproduction on quality paper and sell for $2.50 each.

"Tickets, Please . . .", is the title of a new 157-page 8½"x11" softbound book by Dolan Eagle, Jr. that is a guide to California railroads and rail-related attractions. Photo illustrated and arranged by topics, it covers capsule histories, equipment rosters, schedules and commentary on railroads, transit systems, museums, parks and restaurants. Interesting for browsing or trip planning. Price is $8.95 from *California Living Books*, Suite 223, The Hearst Building, Third and Market Streets, San Francisco, CA 94103.

Delaware Valley Rails is a brand new and excellently assembled guide to the railroads and transit lines of the Philadelphia area. Author John R. Pawson included highly detailed data, photos and maps of this fascinating and bafflingly complex rail-intensive area. It is as complete a regional guide as we've seen. Softcover with 192 8½"x5½" pages, it sells for $9.00 postpaid (outside U.S.A. $10.00). Pa. res. add 54¢ tax. John R. Pawson, P.O. Box 411, Willow Grove, PA 19090.

Calendar Call

Potomac Chapter NRHS, P.O. Box 235-R, Kensington, MD 20795, has done a superb job with their second annual all color railroad calendar featuring B&O steam; the *Chessie Steam Special* on Thomas Viaduct; WM SD40's, Milwaukee SD40-2's and D&H Sharks on bridges; GG1 4935 alongside Strasburg's Pennsy 4-4-0; dramatic night shots of BN F's at Essex, Montana, and Cass Scenic Railroad; plus others. The color quality is excellent. With 8½" x 11" photos, it opens up wall size to 11" x 17". The price is $4.00, postpaid (Md. res. add 5% sales tax), and it's available in lots of 10-24 for $3.00 each or $2.50 each for 25 or more. Oh, yes, they remembered to put in the hanging hole.

Two calendars featuring black & white scenes by J. Howard Audibert have been released by *Creative Calendar Co.*, P.O. Box 10964, St. Petersburg, FL 33733, and sell for $3.75 each plus 25¢ postage (Fla. res. add 4% sales tax). "Steam Scenes 1980" features Conway Scenic, NH&I, California Western, Strasburg, NdeM, Southern and others along with a full color cover of NKP 2-8-4 759. "Diesel Moods" has black & white inside of Southern, CP Rail, SCL, DM&IR, N&W, D&H/MBTA and others. The 8½" x 11" calendars fold out 11" x 17" on heavy stock.

Chesapeake & Ohio Historical Society, Inc., P.O. Box 417, Alderson, WV 24910, again features C&O scenes in black & white in its 8½" x 11" wall calendar that opens to 11" x 17". With good photo reproduction on

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The grand tuscan and gold style of the old Pennsylvania Railroad wall calendars has been recreated in a new six-color "Tribute to Grif Teller" calendar featuring a new original Teller painting of a K4 dropping down Horse Shoe Curve. Measuring a huge 28½" square, it exactly duplicates the old Pennsy format and is a real treasure in Teller's classic style. The price is $7.95 plus $1.50 postage and handling in U.S., Canada and Mexico (foreign, $2.50 postage). Pennsylvania residents add 6% sales tax. Order from *Grif Teller Calendar*, P.O. Box 1980, Dept. D, Mountville, PA 17554.

"Those Magnificent Trains 1980" is a high quality all color calendar featuring handsome and particularly "arty" rail scenes in a 12" x 12" format that opens up wall size to 12" x 24". It can be ordered directly from *Bo-Tree Productions*, Box 6132, San Francisco, CA 94101 at $5.00 plus $1.00 shipping.

The *New Haven R.R. Historical & Technical Association* has prepared its 1980 New Haven calendar featuring 8½" x 11" b&w scenes from the 1890's through the McGinnis years plus a color cover. Price is $3.75 each postpaid from NHRRH&TA, Charles Brown, Box 230, Route 3, Sutton, MA 01527.

The Train Exchange, 70 Hilliard St., Manchester, CT 06040, has a 1980 railroad calendar featuring drawings by Al Kalbfleisch of UP, SP, NP, B&M, NYNH&H, PRR, IHB, AT&SF and others. $5.95 postpaid.

The *New York Central System Historical Society, Inc.*, Dept. B, P.O. Box 10027, Cleveland, OH 44110, has produced an NYC 1980 calendar featuring NYC scenes in b&w. $3.00 postpaid, Ohio res. add 17¢ tax.

As we mentioned in detail in our last issue, the first calendar for the season was offered by *Audio-Visual Designs*, P.O. Box 24, Earlton, NY 12058, in the form of a very attractive all color wall calendar featuring diesels, and steam—and a number of diesel-steam combinations—in 11"x17" fold out wall size format. Price is $3.95 plus 50¢ postage. Audio-Visual also has the 1980 version of their popular Don Wood "All Pennsy" calendar out with steam, diesel and electric subjects in the large 16"x23" format on handsome pebble grain paper stock. The price is $4.50 plus 50¢ shipping (N.Y. res. add state and local sales tax).

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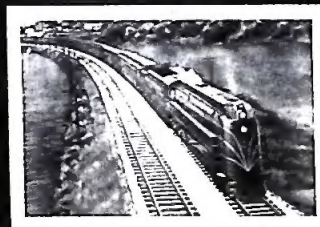

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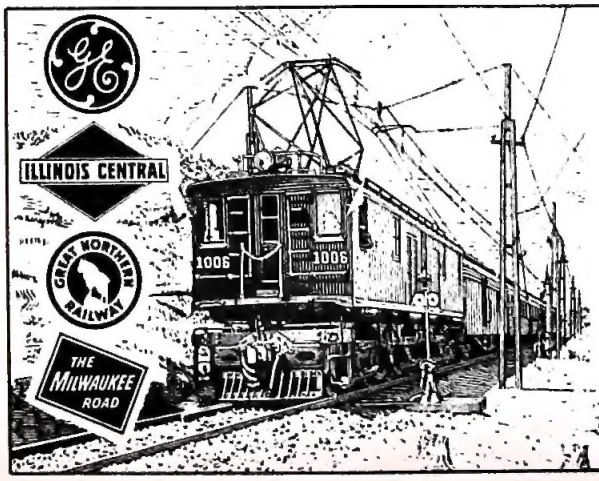

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This CERA publication is a selection of technical documents published in the 1920's by the *General Electric Co.* to promote railway electrification. *Bulletin 116* provides definitive coverage of 11 systems including such favorites as the *Milwaukee Road*, the *Great Northern*, the *New York Central*, and others!

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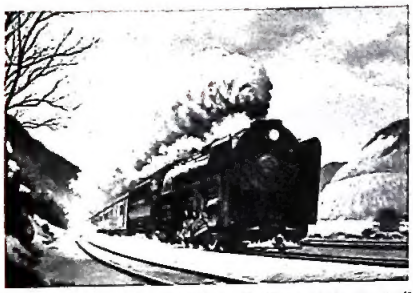

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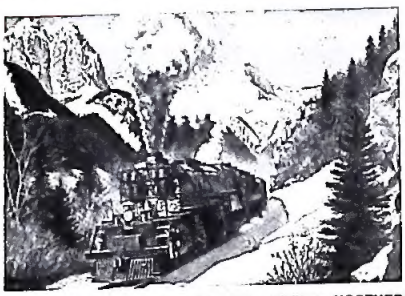

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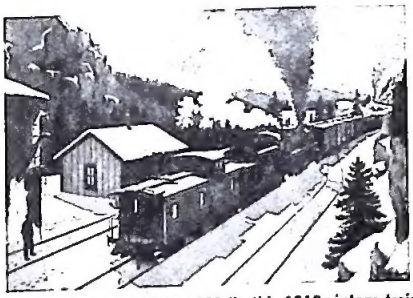

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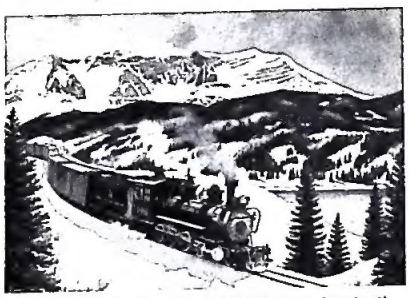

5018 OLD-TIMER OF THE ROCKIES "...a jaunty three-footer...Built in 1881, etc." "May there come to you at this holiday time an abundance of the precious things of life; Health, Happiness and Enduring Friendships"

5034 THE GREAT DAILY RACE OF THE BROADWAY AND CENTURY "...daily six mile race through Chicago's Southside, etc." "Merry Christmas and a Happy New Year"

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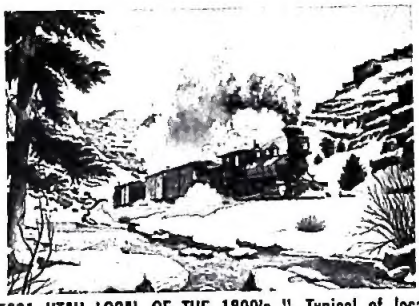

5031 UTAH LOCAL OF THE 1800's "...Typical of local freights, etc." "May there come to you at this holiday time an abundance of the precious things of life; Health, Happiness and Enduring Friendships"

5002 HOLIDAY LOCAL TO THE NORTH COUNTRY "Leaving ...New Hampshire...a light 'Pacific Type' locomotive of the Boston & Maine, etc." "Peace and Good Will at Christmas and through all the New Year"

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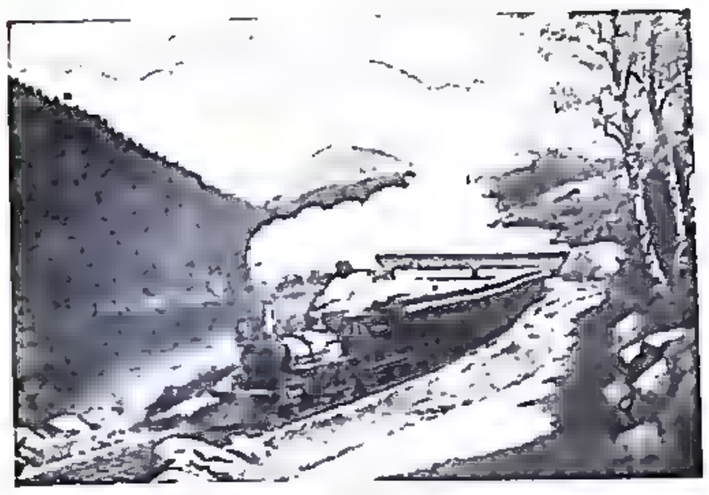

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5038 THREE FOR THE HILL "...three Main Central 'Mikes' ...head for...Crawford Notch...New Hampshire, etc." "This brings a prayer at Christmas time that God will always bless...your home...you...those you love with...happiness"

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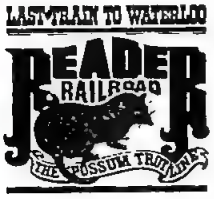

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Book reviews

Prairie Rails by Robert P. Olmsted, published by McMillan Publications, 3208 Halsey Drive, Woodridge, IL 60515. Hardbound, 168 8½" x11" pages, $20.95.

Bob Olmsted's done it again. In this, his eleventh book, he has captured the varied aspects of the Chicago & North Western in his distinctive but traditional form of railfan photography. Essentially a "normal lens photographer", Olmsted relys on strong images and fine technical execution to present his trains in their surroundings with a minimum of gimmickry but with a good artistic eye. Although there is some use of wide angle and maybe a bit of telephoto, the overall quality of the photography looks like normal lens 2¼" format work with the tone quality and interesting use of lighting that is characteristic of Olmsted's efforts. Additional coverage by Joe McMillan and Burdell Bulgrin blends right into the style.

The subject matter covered is primarily the motive power and trains of the C&NW, that steam era giant that fell upon evil times, dieselized overnight by simply redistributing its existing units and became the cinderella success story of the 1970's by pouring money back into the trackwork. Although there are glimpses of the old and exotic like an M&StL F3 or an FB behind a yellow, green and black F7, the overwhelming majority of the book focuses on power of the past decade. And on the C&NW that means the usual low-nose EMD's as well as the Baby Train Masters and ex-N&W C628's of the ore country, covered wagons in commuter service and on the Minnesota prairie lines of the home road as well as M&StL and CGW, and, of course, the Huron Alco fleet. About the only things missing are switch engines, the big yards and the former-MKT "cheater" Baldwins—Olmsted here prefers the countryside to the cities, as befitting the title of the book.

The chapters are organized geographically by division, and a typical spread is three or four photos with captions. Text is almost

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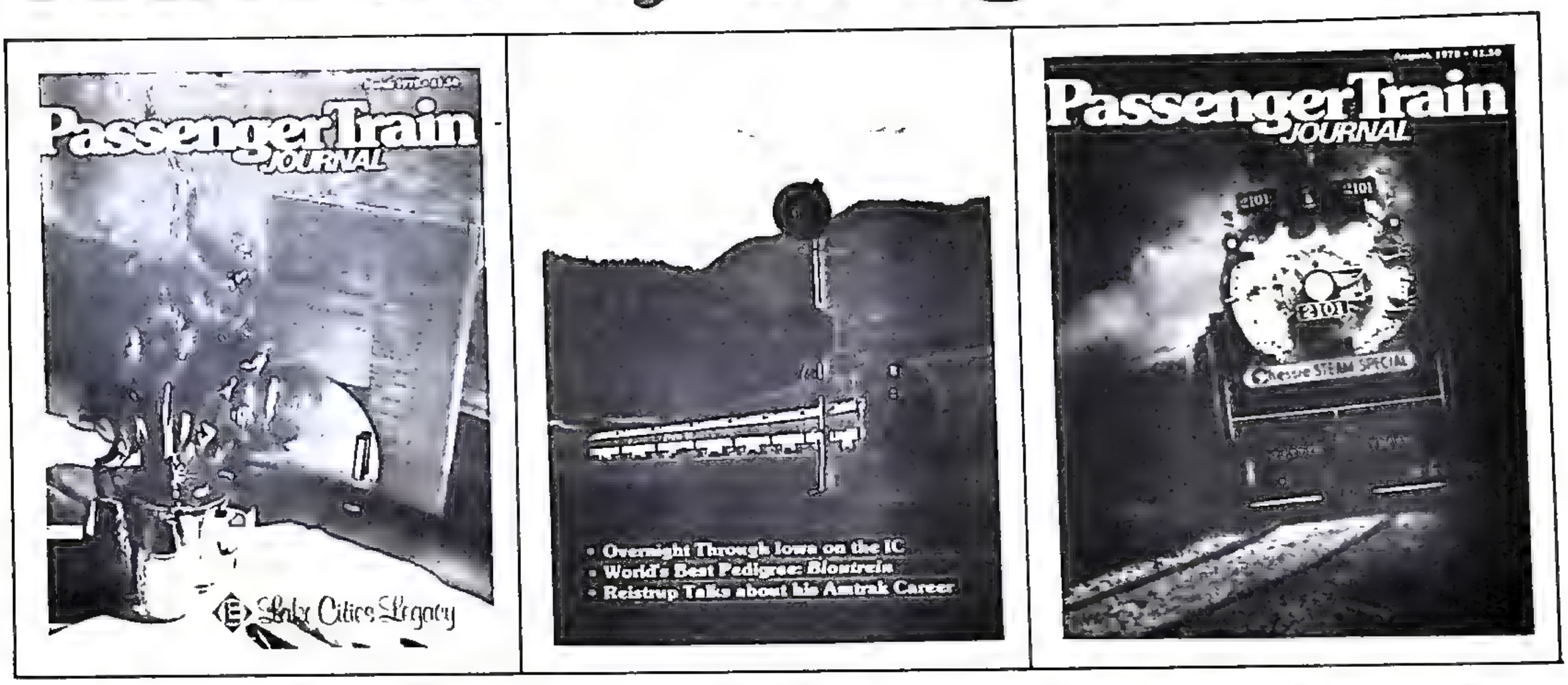

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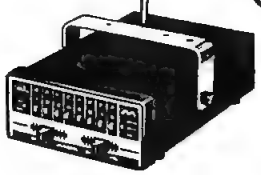

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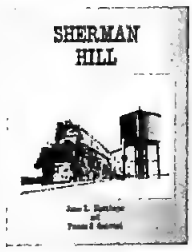
nonexistant, but the captions do a good job of explaining the subject, and the map on the inside covers is clear and readable. The paper is a heavy semi-matte white that presents the halftones well, and obvious care was taken in reproducing the photos. The overall work on the book is quite professional, and the cropping, layout and selection of photos reflects the touch of someone sensitive to the subject matter.

If there's one thing that will sell this book, I think I can sum it up in one word: Alcos. The handsome Howard Fogg full color dust jacket sets things off to a proper start (since this painting was not done in the employ of Alco, Fogg could finally illustrate one of their most endearing traits: smoke), and the final chapter literally wallows in Schenectady iron. You can almost hear the rattling 244 as an RSD shoves a Jordan through a snowdrift south of Aberdeen or appreciate the classic profile of a trio silhouetted against the sky. Add to this the high-nosed N&W C628's and an occasional CGW RS2, and you've got a very entertaining package—J.B.



Sherman Hill, by James L. Ehernberger and Francis G. Gschwind, published by E&G Publications, Box 101, Callaway, NE 68825. 128 8½" x 11" pages, hardcover. $12.95.

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Ex Texas & Pacific 2-10-4 type locomotive No. 610 on three different Southern Railway fan trips. Cincinnati, Ohio to Danville, Ky. in 1977. Lexington, Ky. to Danville, Ky. and Huntingburg, Ind. to New Albany, Ind. in 1978. A choice selection of scenes ranging from roaring by at speed to starting up Erlanger hill at Ludlow, Ky.
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NO. 801....Super 8 color & mag.sound 206 ft...$40.75
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If there is any weakness in *Sherman Hill*, it might be in a lack of something on motive power assignments or operational anecdotes, but these are minor oversights.

But above all else, *Sherman Hill* should graphically impress on the uninitiated some the reasons for its attraction, bring back fond memories for those of us who left a part of our youth between Borie and Hermosa and make a younger and less fortunate generation pine for what they missed—not only in steam but also the rare internal combustion machines which were so much a part of the scene—ROSS B. GRENARD.

Timetable

NOTICE

Listings in this column are published without charge and are run on a space-available basis at editors' discretion. General policy is to run in two consecutive issues per entry where appropriate. RAILFAN & RAILROAD accepts no responsibility for date or time errors or cancellations. Notices must be received in Newton by Jan. 15 for May issue, Mar. 15 for July issue, May 15 for Sept. issue, July 15 for Nov. issue, Sept. 15 for Jan. issue and Nov. 15 for Mar. issue

RAILFAN EVENTS

SOUTHERN RAILWAY, 1979 Steam Excursion Schedule. The following listings indicate: **Date,** locomotive, route and (sponsoring organization). See list at the end for addresses of sponsoring organizations, and contact them for tickets, fares and specific information. Engine 2839 is former-CPR Royal Hudson 4-6-4, 722 is SR 2-8-0, 750 is S&A former-FEC 4-6-2, 4501 is SR 2-8-2 and 610 is ex-T&P 2-10-4. In case of mechanical or scheduling difficulties, locomotives may be changed or schedules altered, so check with the sponsoring organization prior to each trip.

October 6-7, 2839 Knoxville, Tenn., to Asheville, N.C., and return each day (OSN); **October 13, 14, 20, 21,** 4501 Chattanooga to Crossville, Tenn., and return each day (TVRM); **October 27-28,** 610 Atlanta to Toccoa, Ga., and return each day (ACN); **November 3-4,** 4501 Birmingham to Selma, Ala., and return each day (HDN); **November 10-11,** 4501 New Orleans to Hattiesburg, Miss., and return each day (NON).

The sponsoring organizations are: (OSN) Old Smoky Chapter NRHS, P.O. Box 601, Knoxville, TN 37901; (TVRM) Tennessee Valley Railroad Museum, P.O. Box 5263, Chattanooga, TN 37406; (ACN) Atlanta Chapter NRHS, P.O. Box 13132, Atlanta, GA 30324; (HDN) Heart of Dixie Chapter NRHS, P.O. Box 254, Birmingham, AL 35201; (NON) New Orleans Chapter NRHS, P.O. Box 4355, New Orleans, LA 70178.

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RECORD of the MONTH

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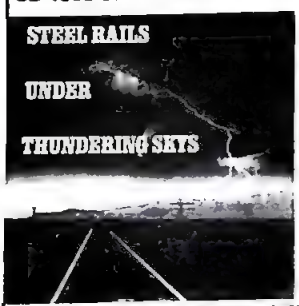

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Here it is fans, the second section of Steam RR Under Thundering Skies. Locomotives included: No. 4449, No. 759, No. 8444, No. 1702 & 11 (Reader), No. 36 (White Mtn.), No. 2102, No. 1246 & 1278 (Steamtown), No. 34 & 28 (Sierra). Plenty of action — stack talk, whistles, thunder & rain, plus a watchmans chime clock. Yours for a bargain!

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DENVER, COLORADO, October 13. Union Pacific 4-8-4 8444 will power round trip from Denver to Laramie with photo stops en route. Streamlined equipment: recorder-baggage car, leg-rest coaches, dome coach and full lounge. Buffet food service and souvenir shops. Adult fare, $42.00. Full information and tickets from: Bob Brown, G.P.A., Intermountain Chapter NRHS, P.O. Box 5181, Denver, CO 80217 (please include #10 size SASE)

CHATTANOOGA, TENN., October 13, 14, 20, 21. Southern Ry. 2-8-2 4501 on the 11th Annual Autumn Leaf Specials from Chattanooga to Emory Gap and up spectacular former Tennessee Central to Crossville and return each day. Full 12-hour round trip each Saturday and Sunday in mountain fall foliage peak color. Train includes air conditioned coaches, open observation cars, dining car and commissary car. Overnight option includes live theater production at famed Cumberland County Playhouse. All seats by reservation. Write: Tennessee Valley Railroad Museum, Dept R&R, TVRM Excursion Tickets, 7 Fairhills Drive, Chattanooga, TN 37405, or call 615/622-5908.

BELLOWS FALLS, VERMONT, October 20-21. Steamtown's Annual Railfans Weekend featuring two days of special railfan-oriented activities with seven engines under steam—CPR 4-6-2 2317 to be feature attraction. Many photo stops, runbys and a night photo session conducted by Jim Boyd. Door prizes including cab rides. For complete details write: Steamtown Foundation, Dept. RF, P.O. Box 71, Bellows Falls, VT 05101 or call 802/463-3937.

WINDSOR, ONTARIO, October 16-21. Six-day "Northern Triangle Trip" hosted by Michigan Railroad Club over VIA/CN and Ontario Northland lines to Cochrane, Montreal and Quebec. 2000 miles by rail, a day in Montreal and two days in Quebec. Price includes sleeping car, motels and some meals. Fare $310 per person, double occupancy in hotels. Contact: Michigan Railroad Club, Eugene Sussex, 19934 Pierson Ave., Detroit, MI 48219.

WHITE PLAINS, NEW YORK, October 26, 8:00 p.m. Westchester Railroad Movie Night featuring historic films from the collection of Roger Arcara. Includes New York, Westchester & Boston, Mt. Vernon and New Rochelle trolleys. Sponsored by the Westchester Ethical Society at 7 Saxon Wood Road, White Plains, NY 10605 (near Saxon Woods Pool). Call 914/948-1120 for details. Admission donation $3.

WASHINGTON, D.C., October 28. "Strasburg Special" with Amtrak PRR GG1 4935 from Washington, D.C., up the "Port Road" to Harrisburg and out to Leaman Place for a connection with special steam train on the Strasburg Rail Road. Plenty of time in Strasburg for local attractions such as the Pennsylvania State Railroad Museum, the Choo Choo Barn, Red Caboose Motel and Toy Train Museum. Return with 4935 via Philadelphia. Departs Washington, D.C., at 8:00 a.m. and returns 9:30 p.m. For fares and details contact: Washington Chapter NRHS, P.O. Box 456, Laurel, MD 20810.

ENGLISH STEAM 1980. The North East Region NRHS is announcing a two-week trip to the preserved railways of Scotland, England and Wales. High point will be the best

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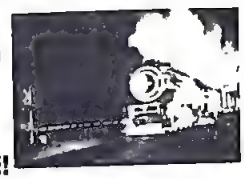

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This 6-color calendar measures 28½ x 28½ inches; a photo of Mr. Teller and a brief history of his career as a commercial artist are included. Price is $7.95 plus $1.50 postage & handling to U.S., Canada, &Mexico (foreign orders enclose $2.50). PA residents add 6% State Sales Tax.

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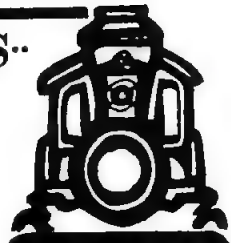

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THEATER

ON THE TWENTIETH CENTURY, National Company starring Rock Hudson and Judy Kaye with full Art Deco scenery from its Broadway hit run, will be playing in the following cities: Chicago, Arie Crown Theater, August 2-23; Los Angeles, Pavilion Theater, August 28-October 13; and San Francisco, Orpheum Theater, October 16-November 24.

RAILROADIANA MEETS

DAVISVILLE, RHODE ISLAND, October 20-21. Rhode Island Railfan & Modelers Weekend at Seaview Railroad at Quonset Point. Diesel powered mixed trains with photo runbys. Plus: Dealer, manufacturer and historical displays of model and railroadiana, movies and memorabilia. Admission includes regular train ride and admission to display and flea market building. Adults $3.50, children under 12 $1.50 for one day and $5.00 and $2.50 for two days. Contact: Rhode Island Model Engineers, Inc., % Warren Riccitelli, 39 Brookside Ave., North Providence, RI 02911, or phone evenings 401/231-7118.

SCOTTSDALE, ARIZONA, October 20-21. "Railfair '79" hosted by the Arizona Railgroup Coordinating Council and the City of Scottsdale. Activities include museum and railroadiana displays, railroad artists operating scale and tinplate model railroads, modeling clinics, playground and picnic area as well as 5/12 scale live steam railroad. Free parking and admission. McCormick Railroad Park, 7301 East Indian Bend Road. Contact: Bill Waterman, 14822 North 37th Way, Phoenix, AZ 85032; 602/971-2116.

CHICAGO, ILLINOIS, October 21. Second Annual Railroad Swap Meet. Midland Hotel, 172 W. Adams Street, Chicago (in the Loop). 9:00 a.m. - 4:30 p.m. Admission: Adults $1, Children 50¢. Dealers tables $5.00. Sponsored by: Blackhawk Chapter NRHS. Contact: Blackhawk Swap Meet, P.O. Box A-3795, Chicago, IL 60690.

GAITHERSBURG, MARYLAND, November 4. Second Annual Gaithersburg Railroadiana Show and Sale. Over 150 tables of railroad items for sale. Gaithersburg Fairgrounds, Gaithersburg, Md. (near Washington, D.C.) One of the nation's largest shows. 10:00 a.m. to 5:00 p.m. Tables available. For information send large SSAE to Charles Miller, 3106 N. Rochester St., Arlington, VA 22213; 703/536-2954.

HASBROUCK HEIGHTS, N.J., November 4. The Heights Rail Meet at the VFW Hall (end of Oldfield Ave., two blocks off Rte. 17 at the Ground Round Restaurant). Buy, sell and swap railroadiana and all model railroad gauges. Dealers from four states in O and HO. Tables $7 each, $8 at door if

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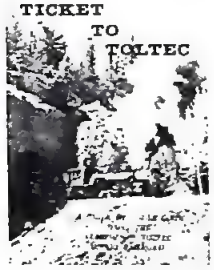

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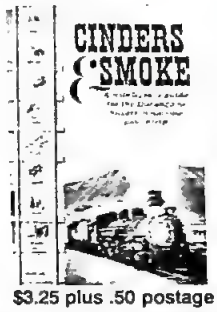

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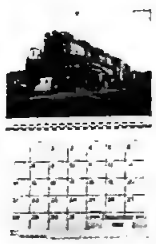

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available, includes one admission. Admission $2 in advance, $3 at door. Wives and children under 12 are free. Doors open at 9:00 a.m. (table holders one hour earlier). Auction at noon. Preregistrants send SSAE for confirmation. Heights Rail Meet, P.O. Box 882, West Caldwell, NJ 07006

SCHENECTADY, NEW YORK, November 4. Train Extravaganza hosted by Mohawk & Hudson Chapter NRHS and the Upstate Train Associates featuring a meet of train displays and train related items, collecting, buying and selling. At IUE Hall on Erie Boulevard from 11:00 a.m. to 5:00 p.m. Admission $1.50, children 50¢. Contact: Train Extravaganza, P.O. Box 523, Schenectady, NY 12300

WESTFIELD, NEW JERSEY, November 10-11. Ninth Annual Model Railroad Hobby Show at the National Guard Armory, 500 Rahway Ave. in Westfield. Sponsored by The Model Railroad Club, Inc., the show will feature operating model layouts, demonstrations, dealers, manufacturers, movies and a white elephant table. Models in all scales plus railroadiana. Admission is $2.50, children under 12 $1.00. Contact: Bob Volk, P.O. Box 1146, Union, NJ 07083 or phone 201/964-9724 evenings or Saturdays.

TOLEDO, OHIO, November 18. Waterfront Electric Railway Second Annual Model Railroad Flea Market and Displays at Yorkshire Hall, 4017 Lagrange Street, 11:00 a.m. to 4:00 p.m. Tables $5 in advance and $8 at door. General admission $1, family $2.50. Refreshments available. For information send SSAE to: Charles E. Pauken, 1405 Harvard Blvd., Toledo, OH 43614, 419/382-8254

WESTWOOD, MASSACHUSETTS, December 1. New Haven Railroad Historical Society's Third Annual Railroad Show at the Parish Hall, Sts. Margaret & Mary's Church, 845 High Street (Route 109). 10:00 a.m. to 4:00 p.m. Historical railroad and model exhibits. Admission donation is $1.00, children under 12 50¢. Sales tables $5, display tables free. Contact: William Wheeler, 119 Fisher Street, Westwood, MA 02090, 617/326-6348.

CARSON CITY, NEVADA, December 1. Carson City Railroad Association's Sixth Annual Railroad Show in Silver City Mall, Fairview Drive and Highway 395 South, 10:00 a.m. to 5:00 p.m. Railroad antiques, artifacts, scale models, live steam and dioramas. Contact: Mr. Jan C. Benson, 402 S. Division St., Carson City, NV 89701, 702/882-8896.

CONTINUING OPERATIONS

EAST TROY, WISCONSIN, 1979 season. The East Troy Trolley Museum will operate every Saturday and Sunday through October 28 with the nation's longest museum trolley ride; streetcars or interurbans depart approximately

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NORTH CONWAY, NEW HAMPSHIRE, 1979 Season. Conway Scenic Railroad offers 11-mile ride from huge restored 1874 depot containing ticket office and museum. Motive power is 0-6-0 47, 2-6-2 108 or 44-ton diesel 15 with train of open and closed cars. Roundhouse and turntable in daily use. May 5 through June 10 weekends only plus Memorial Day, daily June 16 through October 21. Departures 11.00 a.m., 1:00, 2.30 and 4.00 p.m., with weekend "Sunset Special" at 7:00 p.m. in July and August. The beautiful Mount Washington Valley area offers fine dining, lodging, shopping and camping. Contact: Conway Scenic Railroad, Inc., P.O. Box 947, North Conway, NH 03860; 603/356-5251

FELTON, CALIFORNIA, 1979 season. The Roaring Camp & Big Trees narrow gauge steam railroad has expanded their schedule to year-round daily operation (except Christmas Day) with steam power: Heisler, Shay or Hawaiian 0-4-2. Summer schedule June 2-September 3, trains at 11.00, 12:15, 1:30, 2:45 and 4:00 with some schedule on weekends through October 25 with one noon train on weekdays. Winter schedule October 29-April 6 has weekend and holiday trains at noon, 1:30 and 3:00 with weekdays of one train at noon. See spectacular mountain redwoods and steep mountain grades—plus switchback—to top of Bear Mountain. Group rates and charaters available. Contact: Roaring Camp & Big Trees Railroad, Felton, CA 95018; 408/335-4484.

GETTYSBURG, PENNSYLVANIA, 1979 season. The Gettysburg Railroad operates steam excursions from Gettysburg to Biglerville (16-mile round trip) behind ex-Mississippian or Huntington & Broad Top Mountain 2-8-0's daily in July and August and weekends through October (two or three afternoon runs, contact railroad for specific schedules). Fares. $2.75, children under 12 $1.50. **Special Runs** to Mt. Holly Springs (50-mile round trip) on Sept. 8, October 6, 14 and 20; fare $7.50, children $4.95 (by reservations only). Contact: Gettysburg Railroad, North Washington St., P.O. Box 631, Gettysburg, PA 17325; 717/334-6932.

ORGANIZATIONAL NOTICES

CANADIAN ARMED FORCES: A railfan modeler group is being formed to exchange information and ideas. If you are a service member, get in touch by sending SSAE to: Canadian Forces Railfan Modeler Group, c/o Slim, 408 Squadron, Lancaster Park, Alberta T0A 2H0.

SOUTH SHORE RAILROAD SOCIETY is a newly organized railfan group in the Chicago area dedicated to "The Nation's Last Electric Interurban". Contact: J. Smatlak, 1418 W. Belmont, Chicago, IL 60657.

JACKSONVILLE LIVE STEAMERS is a new group of persons interested in live steam in all scales both on rails and on the sea. They plan to host steam meets on members tracks, bull sessions, shows and visits and publish a newsletter. All types of rail and steam activity are planned. Contact: Harold L. Powell, Route 2 Box 1491, Callahan, FL 32011.

RAILROADIANA COLLECTORS ASSOCIATION, INC., is a national organization for individuals interested in collecting rail artifacts and history. Membership includes a membership card, four issues of the *Railroadiana Express* newsletter and the *Annual Directory*. Members joining or renewing by March 1 are listed in the *Directory*. For details contact: Dan Moss, Secretary, 405 Byron Avenue, Mobile, AL 36609.

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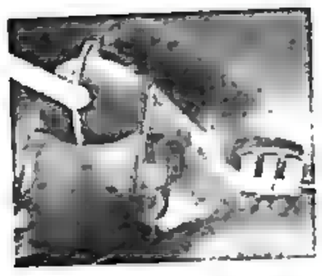

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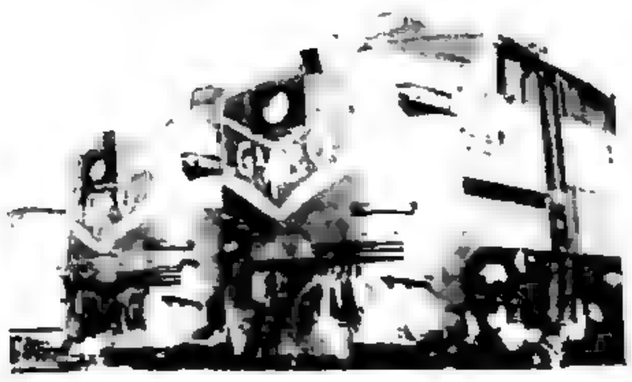

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Railnews

MORRISON-KNUDSEN'S LATEST On July 25 and 26, 1979, Morrison-Knudsen Company, Inc., of Boise, Idaho, tested its latest locomotive development. Looking like a GP18 with an EMD Spartan cab and a home-made low nose, demonstrator 5001 was the first TE50-4S, which stands for *T*ractive *E*ffort *50*,000 lbs. at 9.2 m.p.h., *four* powered axles and a *S*ulzer engine. The 5001's Swiss-built Sulzer engine is a six cylinder, in-line, turbocharged, four-cycle diesel, class 6ASL 25/30, rated at 1500 h.p. This is the fifth Sulzer-powered unit in the U.S. and the first with only six cylinders; the other four are the SP 12-cylinder TE70-4S "*Daylights*".

The road test took place on the Idaho Northern Branch of the UP between Nampa and Cascade, Ida., 99 miles each way. The railroad's gradient, elevation and train tonnage varied enough to allow valuable data to be recorded—JIM GRIFFITHS.

WHITHER THE SHARKS? Having vanished from the Michigan Northern in May of this year, the common cry within railfan circles has been, "Where are the Sharks?" The rumor mill has supplied the answers in the form of, "They've been (a) scrapped, (b) put in service at Superior, Wisconsin, and (c) been leased to the Burlington Northern for work train service on the new coal lines in Wyoming." In truth, they were moved to Minneapolis, Minn., to be given a going-over by Diesel Electric Services, Inc., in their facility in the old CB&Q wheel shop. As of August 10, the 1216 was restored to serviceable condition and en route to Escanaba, Michigan, to provide stand-by power while the Escanaba & Lake Superior does some extensive work on their own fleet of Baldwin switchers.

Meanwhile, the 1205 remains in the D.E.S. shop getting some heavy engine work. Both units are still in D&H colors, and there are no long range for them at the moment.

C&NW BUYS INTO THE WP The newly independent WP has an unexpected and large stockholder, the Chicago & North Western. The C&NW, which does not connect with the WP, picked up 9.9% of the outstanding WP stock and professes the purchase was for investment purposes. The WP was sold off by its parent Western Pacific Industries in April 1979.

At the western end of the C&NW, the most important connecting carrier is the Union Pacific. The UP also connects with the WP at Salt Lake City. At present the Union Pacific does not have an entry into the San Francisco Bay area, but the WP does. Could that mean that . . . hmmmm?

Another important connection for the WP is the Rio Grande, which has said nothing about the big stock purchase in Chicago—WALTER A. APPEL.

IN B&O BLUE Reflecting the pride of the Cumberland Shop, the Chessie's first modified-SD35 hump unit emerged in B&O blue with yellow lettering (reportedly, they'd have added the Capitol dome herald, but "somebody took all the stencils"). The rebuilt SD35 7403 was given a 2000-h.p. non-turbocharged 645 engine. Number 7700 is the prototype of three for Cincinnati's Queensgate Yard.

AMTRAK SUPERLINER Since the middle of June, Amtrak's *Mt. Rainier*, Numbers 796/797, have been using the new Superliner equipment on its Seattle-Portland run. Although there have been some de-bugging problems, the cars are well received.

EXCITEMENT AT STEAMTOWN A runaway boxcar loaded with talc reportedly broke away from the rear of a Green Mountain freight train near Ludlow, Vermont, on July 6 and rolled down the mountain towards the two-car Steamtown tourist train almost 25 miles away. After a frantic chase by State Police trying to warn motorists at the many crossings up the line, Steamtown reportedly got only five minutes warning of the car's approach. After the steam train had passed, they tried to divert the car into an empty track where it would harmlessly derail, but the switch had been spiked and they couldn't get it open. Seeing the runaway, 80-year-old engineer Andy Barbera opened up on his G5 Pacific and tried to outrun the approaching car. He got up enough speed to minimize the impact on the rear of his train carrying 76 passengers. There were minor injuries to about 32 passengers, but none was serious. Andy's quick action certainly prevented a worse collision.

THE DIAMONDS AREN'T FOREVER In the press release announcing the formation of the Durango-Silverton Narrow Gauge Railroad Company—the new corporation owned by Florida citrus grower Charles E. Bradshaw to purchase the Rio Grande's famed Silverton line—as part of the planned improvements on the line was the quote, "High priority will be given to restoration and preservation of the railroad's pioneer quality; one early change will be to strip the false 'diamond' metalwork from the smokestacks of the three present engines, leaving the original straight stacks." Now *that's* an improvement! Among the other changes proposed is the upgrading of track and bridges to take the bigger K-36 and K-37 engines, an authentic expansion of the Durango facilities and an extended service season.

BIG GREEN The Burlington Northern just can't seem to get enough SD40-2's. Either delivered or scheduled for delivery in calendar 1979 are 85 BN (7126-7166 and 8030-8073) and 55 C&S (7869-7923) SD40-2's built at LaGrange and 55 BN's (7167-7205 and 8074-8089) built by General Motors Diesel in London, Ontario. The latter units are the first major order for U.S. diesels to be built in Canada; utilizing the London plant will permit EMD to meet a delivery schedule that the LaGrange plant could not have handled alone. 1979 should see delivery of 79 GE C30-7's (5001-5046 and 5545-5599), as well. Enough power? Nope. The 1980 budget calls for 195 more SD40-2's, five GP38-2's and 80 C30-7's. Incidentally, the 1978 deliveries of 154 BN/C&S SD40-2's included five "Super Series" SD40-2SS's (7049-7053) that include the experimental wheel slippage control system used on the GP40X's.

CONRAIL In one order, Conrail has acquired the nation's largest fleet of GP15-1's. With delivery commencing in July of the 100 1500-h.p. "replacement Geeps" with non-turbocharged 12-cylinder 645 engines, Conrail joins previous GP15-1 owners C&NW (25), MP (60) and Frisco (25). The Conrail numbers are 1600-1699. At the other end of the Geep spectrum, Conrail has leased three Santa Fe GP40X's for three months of evaluation. The Santa Fe units, 3804-3806, have seen extensive service since July on eastern lines and were last reported to be assigned to Beacon Park, Boston, primarily for TV-train service.

IN THE BLACK Conrail reported a net income—that's profit, folks—of $29.4 million for the second quarter of 1979, the first time the big blue giant has reported a net income in any quarter in its 39-month operating history. Chairman Edward Jordan attributed the good showing to three years of work on the physical plant, improved motive power and rolling stock availability, a better traffic mix and improved carload revenues as well as the reduction of about 4000 employees. What the looming recession will do to future revenues remains to be seen, but with all that improved trackwork and new motive power and equipment Conrail should be in fighting shape. Let's hope they can keep it up.

STEAM STATUS As of mid-August, the fire-damaged *Chessie Steam Special* 4-8-4 2101 and spare-part-sister 2100 are at the WM shop in Hagerstown, Md., to prepare the 2101 for placement in the B&O Museum in Baltimore on September 3, 1979, cosmetically restored to its *American Freedom Train* livery. The C&O 4-8-4 614 is expected to be pulled out of the Museum in October 1979 for restoration by Ross Rowland's Steam Locomotive Corporation of America for service sometime in 1981.

Meanwhile, down on the Clinchfield, work is still halted on C&O 2-8-4 2716 at Marion, N.C., pending a decision from Family Lines headquarters on the future of the program. Firm proposals have been made to contract the work by Bill Benson, who performed the remarkable initial restoration of Reading 2101 for the *Freedom Train*, and the group in Fort Wayne, Indiana, which is nearing completion of their restoration of Nickel Plate 2-8-4 765. Family Lines is reportedly giving both proposals serious consideration.

ITEL PULLS BACK Don't look for too many more of those colorful short line boxcars leased from the Itel Corporation. The major computer, aircraft and rail car lessor has fallen on hard times and cancelled much of its 1979 car buying program. Losses in the highly

JIM H. GRIFFITHS

MORRISON-KNUDSEN'S LATEST locomotive is demonstrator 5001, a TE50-4S, 1500-h.p. unit with a six-cylinder Swiss-built Sulzer engine. The unit went road testing on July 25-26, 1979, on the Union Pacific's Idaho Northern Branch between Nampa and Cascade, Ida., with GP38-2's.

BILL RETTBERG/ROGER DURFEE

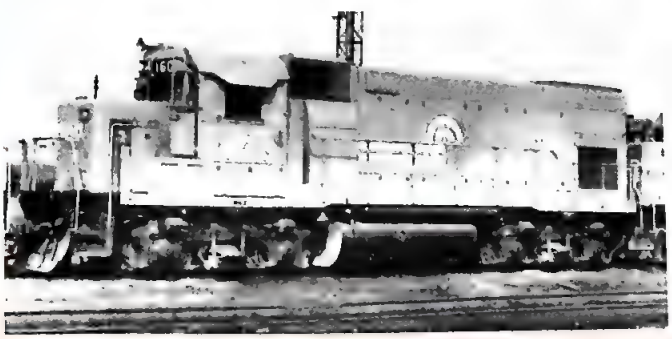
IN B&O BLUE, Chessie's first modified-SD35 hump unit 7700 (left) worked Cumberland Yard on July 27. The former-7403 now has a 2000-h.p. non-turbocharged 645 V16 and no dynamic brakes.

AMTRAK SUPERLINER equipment has been running on the Seattle-Portland *Mt. Rainier* (below) since June. Here 797 leaves Tacoma.

JOHN GABRIEL ROBERT W. JOHNSTON

CONRAIL has made recent motive power news by taking delivery of the first of its 100 GP15-1's, 1600-1699. The 1603 was one of a group at Croxton Yard in New Jersey in early August. Three strangers, Santa Fe GP40X's 3804-3806 showed up in Conrail's Allentown Yard on July 1, 1979, as part of a three-month test lease which will run through September.

ALYN SPECHT



Railnews

competitive computer division have resulted in severe cash flow problems for the debt-heavy company, halting funds for the rail car program.

Industry sources estimate over 8000 car orders have been cancelled at Pullman and ACF. The value of the orders is close to $300 million. With demand for cars near an all-time high, the builders should have little trouble finding buyers to take up former Itel allocations on the assembly lines—WALTER A. APPEL.

SP COMMUTE DEADLINE An administrative law judge of the Interstate Commerce Commission recommended the Southern Pacific be allowed to abandon its San Jose-San Francisco commute service at year end if local communities do not make up deficits estimated to range from $5 to $11 million per year. According to the judge, the losses constitute an unreasonable burden on the carrier and its interstate operations.

The California Department of Transportation estimates the SP is currently handling 18,000 riders per day on the 33-mile route. This is an increase of 30% since the spring gas shortage hit the Golden State. Over the years, the SP has been trying hard to get out of the commute business. At one time, the railroad offered to buy a fleet of vans and give them to its patrons in exchange for permission to abandon the trains. The California Public Utilities Commission has been reluctant to give the road fare increases to make up its passenger train losses. The last fare increase was in 1977 and took three years to clear the PUC.

Passengers and citizens living along the Peninsula route are up in arms about the judge's recommendation. With ridership up and gas expensive, elected officials are planning all kinds of legal moves to postpone the January 1, 1980, deadline. If the past is any indication of the SP's success, the clean gray trains will still be running come the new year—WALTER A. APPEL.

GG1'S VANISHING Although the end is not quite at hand for the eternal GG1, it's coming into view. Diesels are taking over a steadily increasing number of freights in Conrail's electrified territory, with E44 and E33 rectifier motors handling the rest. Of the 51 freight GG1's on Conrail's roster at the beginning of 1979, 20 were "set aside" for retirement and eleven more were to be retired as repairs became necessary, leaving, for the moment, just 20 G's with any active future.

Amtrak has 35 GG1's on its roster, but the first Swedish-design AEM-7 should be coming out of EMD at the end of this year. DOT would like to spread out the $2½ million-apiece cost of the 30 AEM-7's into fiscal 1981, which could stretch out deliveries into 1982, possibly preserving a few G's until then. On the other hand, the forthcoming switch in corridor catenary voltage from 11,000-volt/25-cycle to 25,000-volt/60-cycle may speed their demise. Amtrak's GG1's have already been renumbered back into the 4900 series to clear the 900-929 block for AEM-7's.

The New Jersey Department of Transportation has 13 of GG1's to cover New York & Long Branch trains between South Amboy and Penn Station. NJDOT has no new power on order, and the voltage changeover will leave the G's without a source of power. Hopefully, some will get NJDOT's blue/red/silver paint before it's too late—TOM NELLIGAN.

BOSTON COMMUTERS The world's newest fleet of EMD F-units should be completed at the beginning of August with the delivery of MBTA's seventeenth and last Paducah FP10. The ex-GM&O rebuilds are numbered 1100-1112 (head and power) and 1150-1153 (steam generator) and cover a variety of assignments out of both North and South Stations. With the arrival of the last FP10 the MBTA expected to retire its last ex-NH passenger GP9's, which will go to Paducah in trade (some of the black Geeps are already showing up in ICG freight service). The ex-PRR E8's are in storage and may be used only as steam generators next winter. The 13 F40's (1000-1012) are split between the two divisions of the MBTA/B&M suburban system, while the dozen-or-so B&M freight GP7's leased by the MBTA at any given time are exclusively North Side engines. Barring catastrophic winter weather, the Boston motive power scene should be stable for the foreseeable future.

The much-delayed Pullman-Standard push-pull cars finally entered revenue service on June 18th. As of late July, two trainsets were in service on the Franklin branch, with more sets to run as the 60-car order is delivered. Leased GO Transit cars were running on the Rockport, Reading and Framingham routes. The ex-NYC Framingham line is likely to be the only South Side route getting GO cars, as it was discovered that they don't fit through the trainshed on the ex-NH side of Back Bay Station. The boxy white cars are also causing a bit of confusion to commuters seeking directions home—the route map inside each car depicts metropolitan Toronto—TOM NELLIGAN.

THE COAST GUARD The bright colors of a Coast Guard cutter have been applied to Central Vermont GP9 4924 to honor the Coast Guard's 189th Anniversary on August 4. Given the traditional champagne launching by the wife of Rear Admiral Malcolm Clark, the unit will be working primarily between Brattleboro, Vt., and New London, Ct., the home of the Coast Guard Academy. It will remain in Coast Guard colors until September 30, 1979.

GTW DESERVES DT&I An Interstate Commerce Commission administrative law judge recommended the Grand Trunk Western be allowed to acquire the Detroit, Toledo & and Ironton. The 600-mile DT&I would expand the GTW by about 66% and give the Canadian National-controlled carrier access to the Ford complex at Rouge River and the Cincinnati gateway.

Chessie System's B&O had joined the Norfolk & Western in an opposing bid for DT&I, which is owned by Pennco, a subsidiary of the reorganized Penn Central. PC is selling off its remaining rail holdings. If the GTW does not complete the $30 million purchase within six months, Judge Richard Beddow stated the B&O/N&W be allowed to jointly buy the DT&I.

Preserving competition was the basis for the decision of the ICC representative. The big three of the East, Chessie, N&W and Conrail, dominate the service area of the DT&I. Allowing the railway to remain independent, yet granting permission to merge as a means of self preservation in the land of giants, meant bringing in a fourth road, and the GTW was ready to fill the bill. There is a short time allowed for an appeal by the losers and then a six month period for the merger to be consummated—WALTER A. APPEL.

SUSQUEHANNA GP18 1804 In an effort to raise some cash by leasing out one of its locomotives, the beleaguered little New York, Susquehanna & Western leased GP18 1804 to Chicago equipment dealer Charles Hicks for subsequent use on the newly organized Chicago & Indiana, the designated operator which is taking over the old Erie main line in Indiana formerly operated by the now-defunct Erie Western. The yellow and black GP18 left the Susquehanna's Little Ferry, N.J., shops on July 16 in the care of an engine messenger. On July 26, the 1804 made a surprise quick round trip from Chicago to Silvis, Ill., as road freight power on the Rock Island.

Meanwhile, back in New Jersey, the NYS&W was ordered to dismantle its property by the bankruptcy judge, but his decision caused so much local opposition—the most influential by shippers—that the decision may be reversed. While there's a lot of haggling yet to be done before the situation is resolved, the bankrupt Susquehanna will probably come under one of three options: (a) take-over by Conrail, (b) reorganization as an independent, or (c) some form of reorganization involving the state and a designated operator. This will be one to watch.

UNION PACIFIC'S FIRST Out of the Omaha Shop on August 2 came UP 1848, the first of that road's SW7/9 switcher rebuilding program. Not impressed with the currently available switchers, the MP&M Department decided to modify a switcher to their requirements. Still a 1200-h.p. unit, it mounts a larger D12 main generator, an 18-kw a.c. auxiliary blower assembly, two 5-h.p. traction motor blowers, a modern solid-state electrical locker, an FRA "clean cab" with new control stand, electric cab heat and numerous modernizations in all assemblies. The major profile change is the bulging nose housing two 36" overhead cooling fans and a front sand box of enlarged capacity.

The 1848—still called an SW9—was cranked up at Omaha before being painted to current standards with a large UP shield added to its big, flat nose—GEORGE R. COCKLE.

JIM SHAUGHNESSY

AMTRAK has received the first of six former-New Haven FL9's being rebuilt at Morrison-Knudsen in Boise, Idaho. The 488 wears Amtrak's new scheme of equal-sized red, white and blue stripes on platinum mist.

THE COAST GUARD has painted Central Vermont GP9 4924 in its colors of white with orange and blue bow stripes to honor the service's 189th Anniversary on August 4. The unit has been running out of New London.

GEORGE R. COCKLE

UNION PACIFIC'S FIRST rebuilt SW9 emerged from the Omaha Shop on August 2. New overhead electric cooling fans in the nose bulge are the most noticeable—although far from the only—differences on the 1848.

DOUGLAS C. MOORE

SUSQUEHANNA GP18 1804, on lease to a Chicago equipment dealer for service on the new Chicago & Indiana, was seen quite unexpectedly (below) working westbound on Rock Island freight 203 at Tiskiwa, Ill., on July 26.

ROBERT NICHOLSON

PHOTOGRAPHY: DAVID R. CLEMENS, EXCEPT AS NOTED

The Traction Company

The only thing interurban about the Central California Traction Company is its heritage. Today it's a colorful and enterprising short line. **by David R. Clemens**

Three railroads run the 48 miles between the California cities of Sacramento and Stockton in the fertile agricultural Sacramento Valley of the even larger Central Valley east of San Francisco. Main lines of the Southern Pacific and Western Pacific play host to the thundering tonnage and heavy power as important links in transcontinental routes, while the third line meanders down city streets and through the vineyards as befitting its interurban heritage. The Central California Traction Company rosters two Geeps, an RS1 and an S2 Alco switcher and provides efficient freight service for some 90 customers.

The old Cherokee Road interurban carbarn that was populated for the first 40 years of this century by passenger interurbans and freight motors now provides coverage for bright red diesels. Situated in what was originally the northern "outskirts" of Stockton, the CCT's now well-weathered carbarn/shops/general office is now surrounded by the mixture of homes, businesses and industry typical of the California sprawl.

The CCT's freight service was initially heavily dependent upon the movement of wine grapes from the vineyards of the Lodi District (roughly half way between Stockton and Sacramento) that were destined for Eastern wine makers. With the growth of California as a major wine producer in the late 1930's and early '40's, wineries began to spring up in the Lodi area to use the local grapes. Although the movement of grapes was thus reduced, the wine business remains quite lucrative for the railroad with outbound loads of bottled wine, and it still calls for transporting carloads of grapes during the late September harvest season. Over the years the railroad has acquired a comfortable diversity of customers, and canned goods are the present income leaders followed by wine and other commodities, totalling some 16,000 revenue carloads annually.

Whether by design or coincidence, the CCT has gone through a complete transformation over the past several years. During that time the Traction Company has purchased three new diesels, introduced the spectacular red and white paint scheme and brought back its long disused "cloverleaf" herald. Most important to the local fans—and appreciation of the operating crews and shippers alike—it has changed its operating hours from late at night to daytime.

Those are a lot of changes for a small railroad to undertake. Fortunately, the Traction Company's general manager, K. J. "Ken" Tinker, has been up to the job. Mr. Tinker, a Western Pacific transplant, is no stranger to railroading, beginning with a summer job on the Northern Pacific at age 15. In 1948 he joined the Soo Line as a telegrapher for some five years before moving to the Western Pacific as an agent-telegrapher at Niles (now Fremont), California. His first contact with the CCT was a traveling auditor for the WP, Sacramento Northern, Tidewater Southern and Traction Company. After working as the superintendent of stations for the WP, he took over as the general manager of the Central California Traction Company on January 1, 1974.

The interurban years

To better understand the relationship of the CCT with the Western Pacific and its two transcontinental neighbors, SP and Santa Fe, it is necessary to understand something of the history of the Traction Company. Eleven persons met in the San Francisco law offices of Walter J. Barnet on August 7, 1905, to organize a new railroad serving the Sacramento Valley area. Mr. Barnet was no stranger to these sorts of meetings, as he had presided over a similar affair in those same

offices some two years before when the Western Pacific was created. After two years at the reins of the Western Pacific, he was now proposing the Central California Traction Company.

The railroad was originally planned to run southward from Sacramento through the grape vineyards of Lodi and the City of Stockton to Modesto. Branch lines were projected from Lodi, Stockton and Sacramento to Walnut Grove, and another from Stockton to the westerly portion of Calaveras County. Similar branches were planned to intermediate communities which might not fall directly on the main line. The total system was projected to require about 175 miles of track.

On November 2, 1905, the first contracts were authorized by the board of directors. Included were the purchases of track materials, two electric cars, car motors and air brake equipment. Sometime in 1904 (no month or day is given in the company's minutes), Dalzell Brown, a civil engineer, began surveying routes in and around Stockton. The Traction Company's first completed tracks were streetcar lines in Stockton, opened in May 1907.

By that time, construction north out of Stockton was well underway, and on August 31, 1907, a gold spike ceremony was held in front of the Lodi Hotel. Following the usual pomp and ceremony at the 11:30 a.m. affair, the first train arrived in Lodi, completing the trip from Stockton in about 45 minutes. With the departure of the dignitaries, service commenced between Lodi and Stockton for a fare of 45¢.

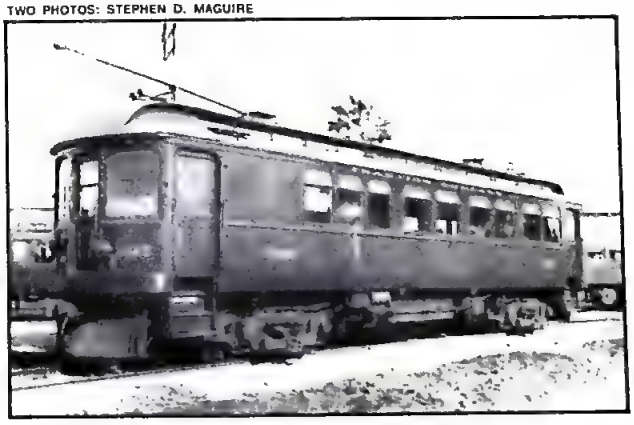
Between 1907 and 1909, the railroad grew northward the 35 miles to its terminus at Sacramento. Although official statements put the cost of the railroad's construction at $812,000, the suspicions of most knowledgeable people put the cost at more like $1.25 million. By August 1910, freight train service was initiated from Stockton, and during the same month the railroads Colonial Heights streetcar line was completed in Sacramento.

Overhead wires were used by the CCT in the three major cities along the line: Stockton, Lodi and Sacramento. Between these communities the power was transmitted by a covered third rail. This third rail portion of the railroad was energized at 1200 volts, and represented one of the first railways to use voltage higher than 600 volts. The CCT was the first railroad to use high tension d.c. in California, and one of the first to do so in the United States. While the third rail portion of the railroad used 1200 volts d.c., the overhead segments remained at the more usual 600 volts. As a result the interurban cars ran at half speed under the catenary in town.

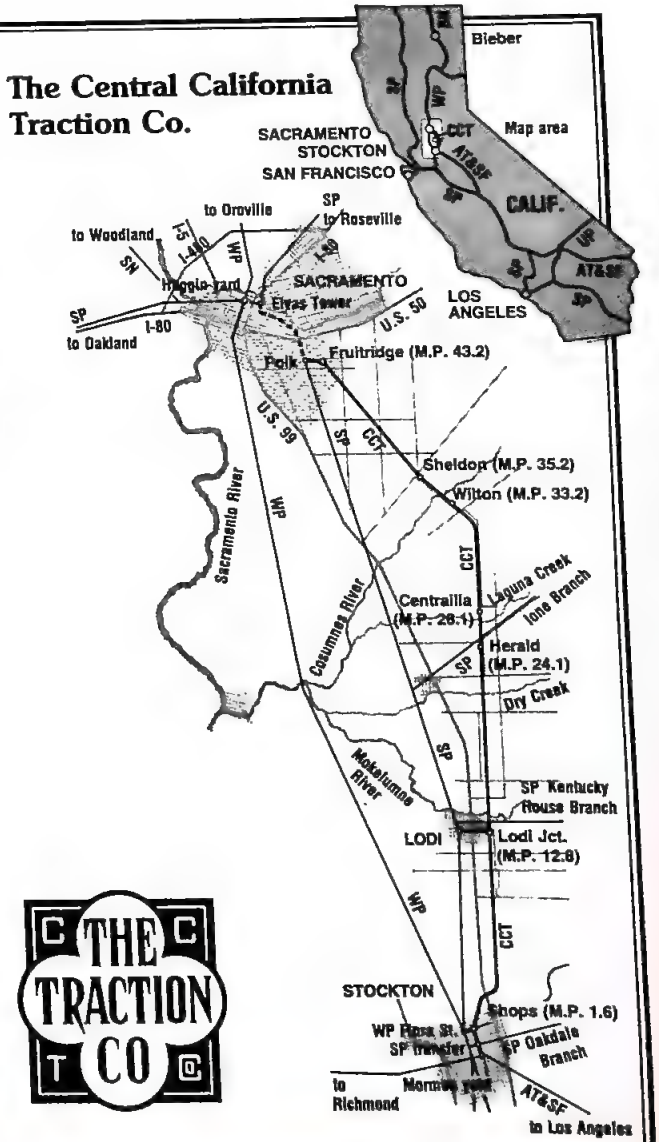
On October 1, 1914, the electric line was operating 36 daily passenger trains. Nine each way operated between Sacramento and Stockton, connecting at Lodi Junction for Lodi proper. An additional nine each way operated from Lodi to Stockton. Originally, the cars were painted red, while Pullman green later came into vogue. By the early 1930's, the streetcars began to carry the yellow paint of the freight motors.

As was typical of nearly all passenger-oriented systems of the first quarter of this century, the incessant growth in the use of the automobile coupled with better highways spelled doom for passenger service. After years of declining revenues, the Traction Company petitioned the California State Public Utility Commission for discontinuance of passenger service, and on February 4, 1933, the last interurban passenger run was made. Although the streetcar service remained in Sacramento, these lines continued to mount up deficits until finally

TWO PHOTOS: STEPHEN D. MAGUIRE



HANDSOME WOODEN CARS with trolley poles and third rail shoes were typical of CCT equipment. The 202 was at Sacramento on May 22, 1939, and former C&LE motor X6 was at the Sacramento yard on August 31, 1941. Geep 70 (**opposite left**) is on ST&E track crossing Wilson Way returning from the WP interchange in Stockton with the Lodi job.



WILL WHITTAKER, DAVE STANLEY COLLECTION

THE CCT DIESELIZED with two 44-ton GE's, 25 and 26, which were black with silver trim. The 26 **(below)** was sold for scrap in 1966. The three 70-tonners were initially black and silver like the 30 **(above)** but subsequently got the yellow with red stripe scheme shown on Alco S1 42 **(bottom)**. The last of the Alco switchers fleet still on the roster, 42 retains the old yellow colors.

TOM GRAY, DAVE STANLEY COLLECTION

CCT All-Time Diesel Roster

No.	Bldr.	Model	To CCT	Disposed	Notes
25	GE	44-ton	12/46	4/71	Bought new, sold to ST&E
26	GE	44-ton	11/46	4/66	Bought new, sold to Associated Metals for scrap
30	GE	70-ton	1/47	1/66	Bought new, sold to Bay Area Electric R.R. Assn.
31	GE	70-ton	8/47	10/66	Bought new, sold to Associated Metals for scrap
32	GE	70-ton	8/47	10/66	Bought new, sold P.W. Duffy for scrap
40	Alco	S1	?/63	4/76	Ex-Alameda Belt D-1, sold to ST&E for parts
41	Alco	S1	?/63	4/76	Ex-Alameda Belt D-2, sold to ST&E for parts
42	Alco	S1	8/65	—	Ex-Northern Pacific Terminal 34, in service
45	Alco	S2	8/71	9/73	Ex-AT&SF 2369, wrecked 3/8/73, sold Schnitzer Steel
50	Alco	S4	10/73	9/76	Ex-WP 563, returned to WP for TS RS1 746
60	EMD	GP7	8/76	—	Ex-Reading 607, in service
70	EMD	GP7	2/76	—	Ex-Reading 618, in service
80	Alco	RS1	5/76	—	Ex-TS 746, ex-UP 1218, nee SI 207, in service

Roster accurate as of August 1979, compiled by Dave Stanley and Dave Clemens from CCT records and *Extra 2200 South.*

Note: Acquisition dates shown for GP7's are in-service dates. Alco S4 50 was "traded back" to WP for TS RS1 746 in May 1976 but stayed on CCT until September 1976.

sold to the Sacramento City Lines in 1944.

One of the most dramatic and significant periods for the Central California Traction began in 1928 when the original owners, the Fleishackers of San Francisco, tried to sell the Company to the Southern Pacific. What followed was a typical power struggle of the time with first the Western Pacific and then Santa Fe maneuvering for control. When all efforts failed, a petition was filed with the ICC to stop the sale. In the usual speed of the ICC, a decision was finally made in 1936 to allow joint operation of the CCT by all three railroads.

Now, that should not be construed as meaning that the CCT is not on its own. In fact, it is in direct competition with its parent lines while simultaneously being an ally to them. The CCT runs on its own merits, independent of the parent companies. While the Traction Company has the prestige to its customers of being independent, at the same time it can call on the expertise of each of the parent lines. For instance, the CCT usually calls on the Santa Fe for help with engineering and tariff problems; the SP for communications, legal work, contracts and labor relations; and the WP for accounting, valuations and tax work. More importantly, the CCT has no cars of its own and must request cars from the parents to fill all of its originating traffic.

With the close of passenger service, the CCT negotiated an agreement with its electric power supplier which allowed the railroad to operate at off-peak hours at a substantially reduced cost. With only freight operations, the Traction Company adopted a schedule which matched the time period specified, running from 10:00 p.m. until 6:00 a.m. During these hours, the railroad could operate as many motors as necessary at a minimal cost. Unfortunately, if operations extended beyond the 6:00 a.m. cutoff, a substantial penalty was imposed and, worse, power was reduced to where only one motor could operate at a time. As freight business improved over the years, the penalty and reduced power situation began to foul up the CCT's ability to serve its customers. Often, the Lodi's crew would have to drop their pantograph and stand by until the Local got home from Sacramento.

Dieselizing

By the mid-1940's the situation had deteriorated to the point where something had to be done. After considering a modification of the electric power agreement, the idea was dropped when the costs proved prohibitive. The initial solution was to supplement the electrics with diesels. First on the scene were two GE 44-tonners (25 and 26) which were bought in 1946. The flexibility of diesel power combined with the age of the electrics led to a final decision to abandon trolley power. On December 24, 1947, the pantographs came down for the last time. Most of the remnants of the traction operations have faded from the scene with the exception of the trolley poles in parts of Stockton which were literally cut down, leaving about 24-inch stumps.

A check of the company records and a lengthly discussion with 32-year CCT veteran A.E. Colen, along with research from company and railfan sources by Dave Stanley, provides the following outline of the CCT's dieselization. The 44-tonners were bought new in late 1946 (26 in November and

25 in December). The road's first 70-tonner, 30, was bought new in January 1947 and was joined by two more new 70-tonners, 31 and 32, in August of that year. The five-unit fleet carried the traffic for many years, and the SP would periodically one or more of the 70-tonners. Unfortunately, the SP used the borrowed units without much "emotion", and they often returned home much the worse for wear.

The road's next motive power came in 1963 in the form of Alameda Belt Line's Alco S1 switchers D-1 and D-2, which became CCT 40 and 41. Another S1, Northern Pacific Terminal 34, became CCT 42 in August 1965, and with the three "big" Alcos on the property, the CCT began to get rid of its GE's. The first to go was 70-tonner 30, which went to the Bay Area Electric Railroad Association in January 1966 for use on the museum trackage at Rio Vista Junction (where it remains today). In April 1966, 44-tonner 26 was sold for scrap to Associated Metals in Benicia, and in October 70-tonner 31 was sold to Associated and 32 to P.W. Duffy (both were ultimately scrapped at Associated). The last GE to depart the property was 44-tonner 25, which went to the Stockton Terminal & Eastern in April 1971 and remains there in service as ST&E 25.

In late 1971 the CCT acquired Santa Fe Alco S2 2369 and gave it number 45. The Santa Fe engine had a short career on the CCT, however, for on March 8, 1973, it was crossing Dry Creek bridge when the structure collapsed; the unit went for scrap to Schnitzer Steel in Oakland in September 1973. Another Alco switcher, WP S4 563, was acquired and numbered CCT 50 in October 1973 to replace the wrecked 45.

Although the Alco switchers were more powerful than the GE's, they weren't enjoying a very good reputation for reliability. Commentary by road crews after being stranded in the "boondocks" due to locomotive failure was usually unprintable. When the 41 developed a cracked engine block, a parade of borrowed power from the parent companies had to be called in to keep things moving. Although the interim power from the Santa Fe (S2 2326), Tidewater Southern (RS1 746), WP (S2 557 and S4's 560 and 564) and SP (S6 1273 and SW1200 2274) worked fine, a permanent solution to the motive power dilemma was urgently needed, and the CCT went shopping for reliable second-hand power.

Having failed to work out an acceptable agreement with the parent lines, the CCT went looking on a national scale. Chrome Crankshaft of southern California contacted the CCT in 1975 about the possibility of selling the road two GP7's. After considerable discussion, CCT opened negotiations with Chrome Crankshaft and the Reading Company, as the Reading was trying to liquidate some of its older motive power before it became part of Conrail. Parent Santa Fe sent some of their own motive power people to Reading, and they were very impressed with the condition of GP7's 607 and 618. With that favorable report, the CCT concluded a sales agreement.

It may sound simple to purchase a pair of diesels, ship them across the country and put them into service. In fact, it took three weeks just to get 607 and 618 to California. Once in Stockton, they were immediately turned over to the WP for inspection, clean-up, removal of footboards, application of FRA cut-

ITS INTERURBAN HERITAGE is evident in CCT's extensive street trackage. The brakeman on the Local uncovers the recessed switch lever in B Street to get into the Santa Fe's Mormon Yard.

levers and painting in a bright red and white paint scheme. The new colors were commissioned by Mr. Tinker and designed by CCT conductor and railfan Dave Stanley. Back when the railroad had first dieselized, all the GE units got a black and silver scheme that the 44-tonners wore right to the end. The 70-tonners and subsequent Alco S1's, however, were later given a yellow scheme with a red stripe and black lettering. The last two Alco switchers, 45 and 50, got a primer red paint job when they arrived on the CCT, and the 41 was similarly attired shortly before its retirement. The Geep color, however, was a special vibrant red formulated by the WP and enhanced by the stylish white stripes.

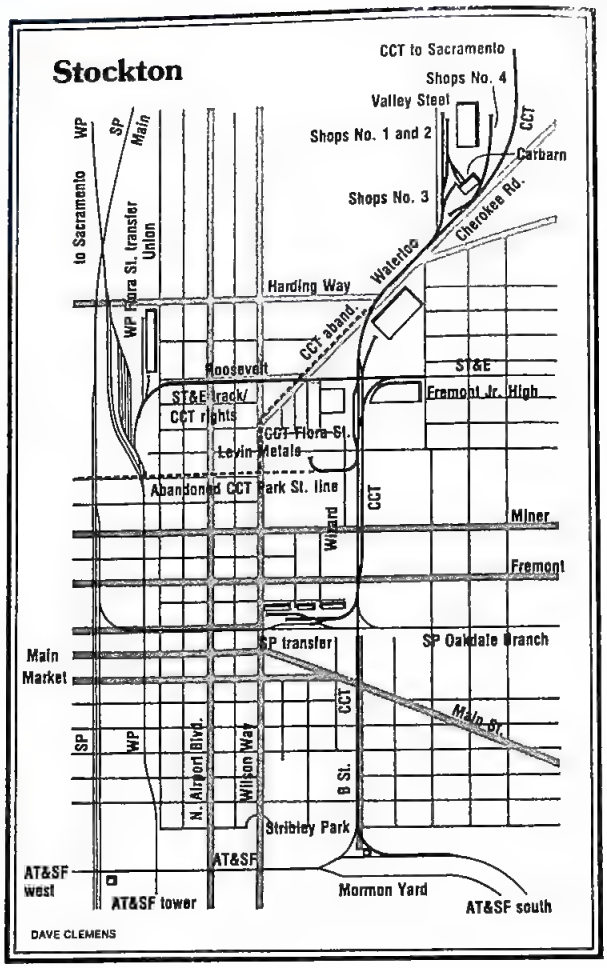
The new scheme was topped off with the resurrection of the CCT "cloverleaf" herald. Originally introduced by the Traction Company in the mid-1920's, the herald had been dropped by the mid-'40's. When Mr. Tinker assumed the office of general manager, he inherited a mishmash of files, documents and memorabilia which included a soft metal printer's image of the long unused herald. He ordered the design applied to all motive power, cabooses and company stationery.

On February 10, 1976, Geep 70 (ex-618) went to work, to be followed six months later by the 60 (ex-607). But there was one more locomotive needed. In the spring of 1976 the CCT traded back to the WP Alco S4 50 (former WP 563) and received in its place Tidewater Southern RS1 746. Originally Spokane International 207, it became Union Pacific 1218 in 1962 and went to the WP subsidiary Tidewater Southern in February 1970.

After languishing intermittently in the WP roundhouse or working on the TS, the 1000-h.p. Alco was purchased by the CCT on May 24, 1976, and followed Geep 60 through the shops. The RS1 emerged in the fresh new colors as CCT 80. With the arrival of the two Geeps, the CCT had sold the former Alameda Belt S1's 40 and 41 to the Stockton Terminal & Eastern for parts in April 1976. With S4 50 traded back to the WP for the RS1 (and subsequently sold by WP to Foster Farms in Livingston in January 1977), the CCT was left with S1 42 as the sole remaining Alco switcher and the last unit in the yellow paint scheme.

After divesting itself of its museum piece roster, the Traction Company took a big step in becoming more visible in its community by making the very non-railroad move to daylight operations. After all, what better advertising for its service could it have than its bright red rolling billboards working the streets of Stockton, Lodi and Sacramento? An unexpected result has been a discernable improvement in service and crew morale thanks to the more civilized working hours.

THE LODI JOB is the first to go to work at Stockton's old interurban Shops (above). It was waiting for the Stockton Terminal & Eastern Alco S2 560 to clear the wye leading to the WP transfer (below) on April 23, 1978.



Operations

The Traction Company provides service six days a week, Sunday through Friday, with three regular jobs. The "Lodi" goes on duty at Stockton at 11:00 a.m. to work between there and Lodi, a dozen miles to the north, while the "Local" reports at 12:30 p.m. for the run to Fruitridge, on the south edge of Sacramento, and return. The Sacramento area work is handled by the "Fruitridge Switcher" which goes on duty at the Fruitridge industrial complex at 12:30 p.m.

Headquarters for the road is the cavernous Cherokee Road "Shops" in Stockton, the only major remnant of the interurban era. The carbarn now houses the general offices, crew locker room, trainmaster's office and everything required by the Maintenance of Way crew. The interior of the building hadn't seen cars or motive power for years, but the arrival of new power prompted the return of rails to the gravel floor. Where the Alco switchers had been exposed to the elements day after day, the freshly painted Geeps were provided with a home inside. The result has been an astonishing cleanliness of the units, reflecting the pride of the crews and Company.

The CCT has used radio communication for a number of years, but the packset portables so common on the SP are almost unheard of on the Traction Company, and hand signals take care of most of the on-board crew work. The offices, officials' mobile units, Geeps and cabooses are equipped with radios carrying CCT Channels 1 and 2 (Channel 1 is 160.335 and Channel 2 is 161.415). In addition, Alcos 42 and 80 and caboose 26 are equipped with CCT Channel 3 (160.32), which is SP Channel 4 and used by the Fruitridge Switcher which must work on SP trackage around Sacramento.

The "Lodi"

A few minutes before the 11:00 a.m. "on-duty" time, the engineer makes a check of his Geep, and, after determining all is well, cranks it up and returns to the crew caller's office for a second cup of coffee. A few minutes after the hour a single switch is aligned for the proper track and Geep 70 and caboose 25 (of obvious Santa Fe heritage) rumble out across the back lot past the rail and tie storage, through the gate and out onto paralleling Sanguinetti Street. (The gate is locked only on Sundays.) Headed south toward Cherokee Road, the head brakeman takes up his position on the front platform of the Geep. Because of the light traffic on the CCT and its interurban engineering, few streets have automatic protection devices, and the Traction Company utilizes the traditional "thrown fusee" method of street crossing protection. You'll always know how far behind the train you are by the temperatures of the fusees remaining in the street.

After rolling down Cherokee Road and across Waterloo Road, the Lodi then arrives at the CCT-Stockton Terminal & Eastern interchange next to Fremont Junior High. Weekday operations normally involve verbal if not physical abuse by the youngsters who have taken a fancy to riding the freight cars during their lunch hour. A recent incident prompted calls to the Stockton Police, who responded with a sizable force. For the present, an uneasy truce reigns.

For the Lodi to get to the Western Pacific interchange about a dozen blocks to the west, it must back around the wye onto ST&E trackage and proceed trolley-style down Roosevelt Street. This section of ST&E street trackage passes through a commercial area and across Waterloo Road, Wilson Way and North Airport Boulevard—each requiring fusee protection—before entering the last couple of tree-lined residential blocks.

The ST&E track curves southward to connect with the north-south WP main line, and the interchange tracks parallel Union Street on the east side of the WP main. The Lodi pulls down the lead and backs its caboose onto the south end of its cut; the Geep then runs to the north end of the cut and ties it together. The cut is then shoved south onto the lead, and once clear of the switch it heads back east on Roosevelt Street to the interchange by the Junior High. (If the cut picked up off the WP interchange exceeds 14 cars, the Lodi will have to get the WP dispatcher's permission to open the WP main line switch at the south end of the lead to have enough room to get onto the ST&E Roosevelt Street trackage.)

After returning to the CCT-ST&E junction, the Lodi backs around the wye at Fremont Junior High and returns to home rail. Here it often works "the junk yard", or more correctly, Levin Metals. Because of the tight curves in the junk yard, a "handle" of a few freight cars may be warranted, or a cable

may be used if extracting cars is all that's called for. Once done, the train shoves southward, crossing Miner Avenue and Fremont Street before curving westward into the Southern Pacific interchange on the north side of the SP's Oakdale Branch just east of Weber and Wilson Way. (About this time, the CCT Local will usually pass by on its way south to the Santa Fe Mormon Yard.)

While at the SP, the Lodi crew sizes up their train and decides whether to line up their cars there or pull them back to the ST&E interchange where there's a little more yard space. If the train doesn't exceed about a dozen cars, they'll shuffle their consist at the SP using the interchange track and the Piccardo Produce spur as a yard.

With its train in order, the Lodi heads north, pausing on the main line next to the carbarn to register out before continuing up the line to Lodi. (The Local is usually a few minutes behind as it pauses to register and then, too, head north.) The Lodi rolls northward through the vineyards and orchards that dot the line and ultimately provide much of its traffic. Because of the light trackage, the train may take nearly an hour to make the twelve miles from the Shops to Lodi Junction. Most of the customers aren't situated on the main line but are served by the 1.6-mile branch westward into downtown Lodi and the SP interchange. In interurban fashion, the branch runs down East Lodi Avenue to reach its west end customers and the SP interchange. Numerous packing houses and warehouses that reflect the area's agrarian nature parallel the SP main line. Some of these customers are served exclusively by the CCT, but others are on the SP,and the CCT serves only as a back door.

The CCT Agency is in what appears to be a former freight house where East Lodi Avenue crosses the SP main. Just across the street, the CCT tracks curve onto South Main Street to serve several packing houses and Pacific Coast Producers. The tracks wind in and around buildings whose architecture has spanned many years. From the looks of it, the PCP facility has grown like a tree, and the CCT has gotten to some of the limbs by being a very tenacious vine.

Because of the congestion on South Main caused by workers parking their cars on the tracks, the Lodi will usually hold off working the PCP tracks until early evening. This will generally find the offending autos out of the way, but occasionally the trick fails and a local towing company will be summoned to clear matters up.

Paralleling the SP main line are a number of tracks which both serve SP customers and act as a CCT-SP transfer. By the time that the Lodi gets to town, the SP will usually have left cars on the transfer for spotting by the CCT. Keep in mind that the life blood of the Traction Company is cars from the three parent roads which are then loaded by the CCT for movement on the parent lines. This helps to explain the bewildering array of interchange points scattered up and down the line.

Most of the CCT Lodi work involves movements all over town, and to simplify matters the branch has a pair of small yards located east of Freeway 99 which the Lodi uses to line up cars before they go in to work a specific industry. Nearest the main line is the two-track yard at Boyd, with the three-track yard at Pearson just to the west. Both

THROUGH THE LODI VINEYARDS, Geep 60 rolls northward with the Local on March 13, 1978. The Local handles mostly Santa Fe interchange traffic from Stockton to Sacramento and back.

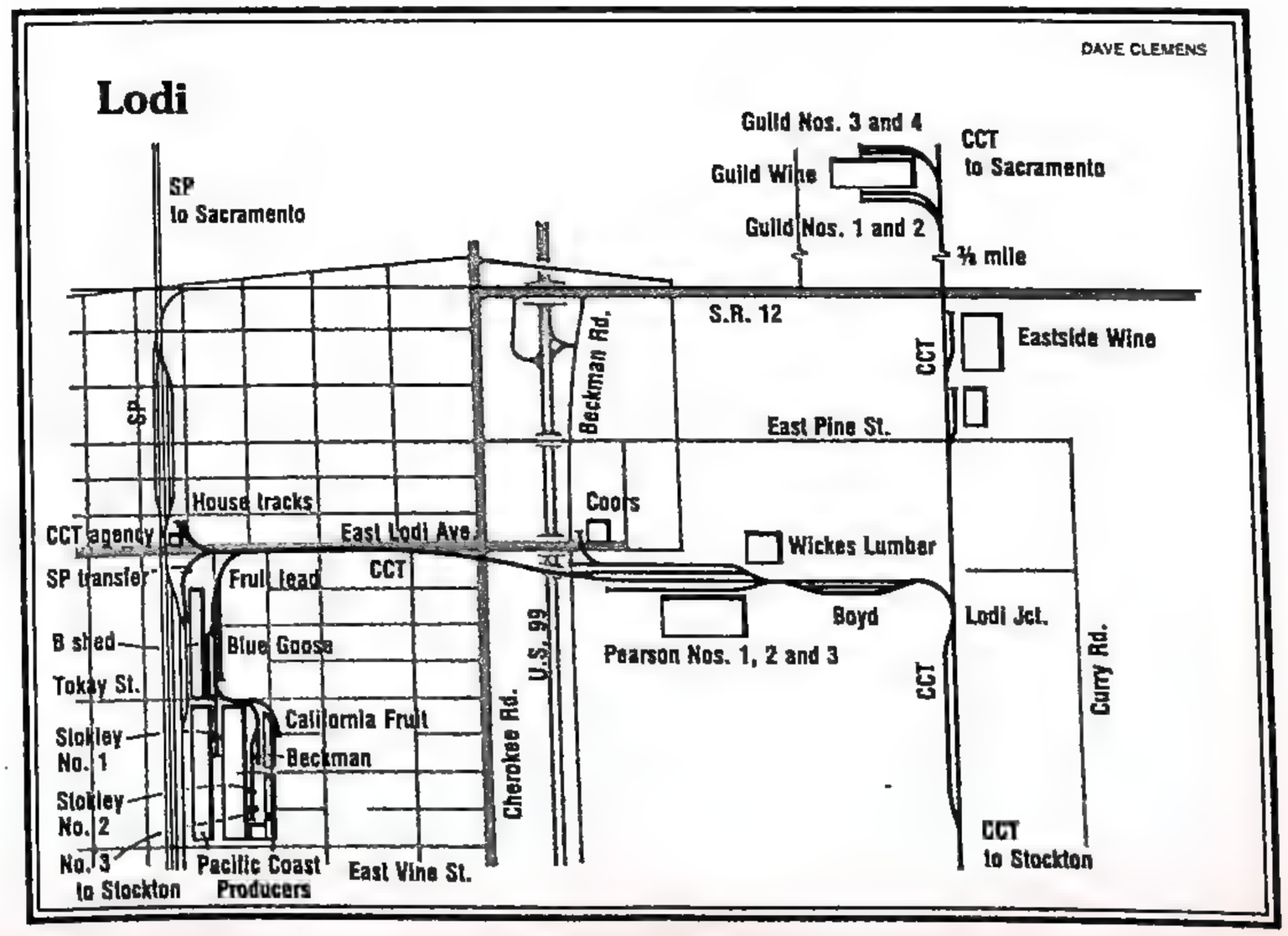
are parallel to Lodi Avenue, east of Kelly Street.

Guild Wine, Eastside and Robert Mondavi Wineries, along with Wickes Lumber, are the primary customers away from downtown, and the Lodi will usually spend the afternoon working them all. Because of the mid-point location, the Lodi must provide for different outbound movements to each of the parent lines. Cars bound for the WP are taken back to Stockton for interchange, thus back-tracking a few miles since virtually all WP cars are consigned for points east. Although Stockton is further west, it is a division point, and thus makes for expedited movements. Cars for the SP are collected all day and normally delivered to the SP in Lodi on a single transfer run. Finally, Santa Fe traffic is left to be picked up by the southbound evening Local to be taken down and interchanged at Mormon Yard in Stockton. Thus, with almost all traffic going to interchange directly to the SP or to the Santa Fe on the Local, the Lodi usually is a solid WP train back to Stockton along with a few cars bound for Stockton customers.

The Lodi's volume of work varies the most of any job on the railroad, depending upon the season of the year. The slack period for the Lodi is generally between January and June, and business begins to pick up in July to peak in September and October during the height of the harvest season. Because of the variations, the Lodi may have eight-hour days in the spring and many consecutive twelve-hour days in the fall. It's the Lodi that will often get help from Alco 42 working as an extra or a Second Lodi during the harvest time to insure that the customers' perishable products get to market fresh and on time. For the Lodi crew, the spring is a chance to rest, because the fall will be hard work and long days—every day.

The "Local"

Reporting for duty at the Stockton Shops at 12:30 p.m., the Local has a longer but generally less involved run than the Lodi. While the Lodi takes care of most of the WP and SP interchange work, the Local handles the Santa Fe interchange at Stockton and then makes the main line run to Sacramento and return; in effect it becomes the northernmost 50 miles of the west end of the Santa Fe



transcontinental system (the Santa Fe main turns west at Stockton and terminates in the San Francisco Bay Area).

Following in the footsteps of the Lodi, the Local heads straight south past the ST&E and SP interchanges and down the middle of B Street to the Santa Fe at Mormon Yard. Near Stribley Park the brakeman often must align the wye switch by lifting the metal cover on the ground throw lever buried in the pavement. It's an enchanting image of the traction days.

The interchange track at Mormon is east of the modern glass yard office/tower, and the Geep will usually shed the conductor and rear brakeman as they go after the bills in the office. The Geep will roll down the outside track to the east end of the yard and pick up the waiting cut of Santa Fe cars there. It will then return to the yard office to await the return of the rear end crew. With everything together, the Local heads back up the line to the Shops where it stops to on the main line to register—this usually takes place a few minutes after the Lodi has left town.

The Local follows the Lodi north from Stockton under the provisions of Rules 93 and 99. Rule 93 provides for train movements within Yard Limits, essentially stating that the train must be able to stop within one-half of its range of vision and places a top speed limit of 15 m.p.h. Until July 2, 1978, the CCT had been operating solely under Rule 93, with the entire railroad designated within Yard Limits. Although this procedure eliminated the need for a dispatcher, it made for some very slow railroading. Of the 45 miles of CCT trackage, segments from Milepost 4 to 8 (just above Stockton) and Milepost 24 to 35 (below Sacramento) are now outside Yard Limits and designated for a 30 m.p.h. speed limit under Rule 99, which outlines procedures for rear-end flag protection.

Arriving at Lodi Junction, the Local will set out cars off the Santa Fe destined for Lodi customers. The passing track provides over 2000 feet of space, but cars may be set out on the branch at Boyd to make the Lodi job's work easier. After setting out the Lodi cars and picking up any bound for Sacramento, the Local pulls through town, flags over the SP Kentucky House Branch alongside Highway 21, squeezes between a couple of buildings and forges north across the Mokelumne (pronounced *Muck*-column-ee) River on the first of four speed-restricted spans on the line. Although the timetable authorizes 15 m.p.h. on the bridge, the order of the day is more like 5 m.p.h. Once off the bridge, the Local opens up to its typical gait of 20 to 25 m.p.h.

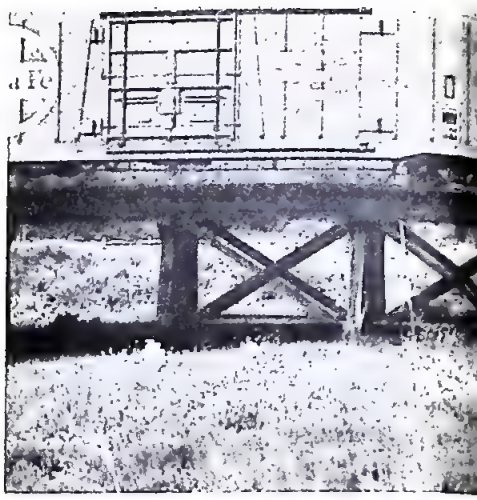
North of Lodi it is relatively easy to follow the Traction Company. To the south the roads seem to cross the tracks, but north of Acampo Road it's possible to follow the train on paralleling Kennefict Road for several miles before having to go around while the Local negotiates the Dry Creek bridge. Between Simmerhorn Road and Herald, the tracks are followed by Herald Road up to the SP Ione Branch crossing. State Highway 104, which follows the SP east, is not protected by automatic gates or lights, so the Local pulls up to the highway and the brakeman will look both ways to see what the highway traffic is like before signalling the engineer to proceed. Once the way is reasonably clear, fusees are thrown onto the roadway, the beautiful Nathan M5 airhorns blare and the Local is on its way again.

Laguna Creek has another speed restriction for the trestle, and the Local will crawl across while anyone following can swing around to the far side via Alta Mesa Road to Colony Road. Although Colony Road is somewhat removed from the railroad, it is possible to follow the line rather closely and pick up the train at various locations. The further north the line runs, the less intensive is the agriculture. By the time the railroad gets north of Herald the scene is mostly pasture land with a few outlying clusters of homes, obviously chosen by those who are attempting to escape the confines of the nearby cities.

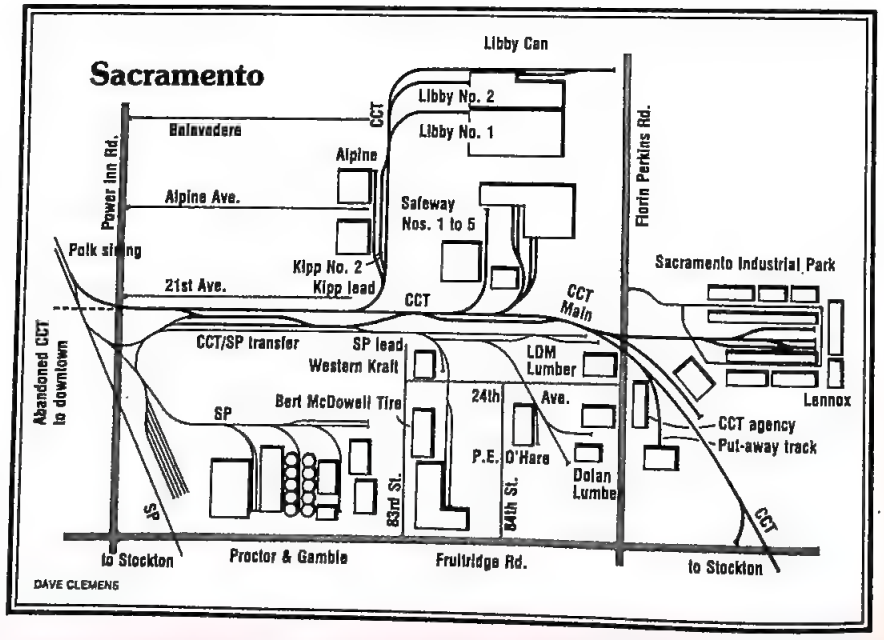
As the Local nears Wilton, the afternoon will have worn well along, but the crew will likely be very much awake at this point. The 60 clobbered an empty sand truck at unprotected Green Road crossing a few months ago, and the resulting damage rendered the unit's front steps into a ball of twisted metal and punched a couple of holes in the battery boxes on the engineer's side. Fortunately, the only significant damage was to the truck and the Geep's steps and not the crew or the truck driver. It seems unbelievable that the driver missed the oncoming red and white Geep with its electronic strobe flasher and blaring airhorns. For now, the crew is even more alert when approaching this particular crossing since the gravel pit just to the east assures a stream of trucks.

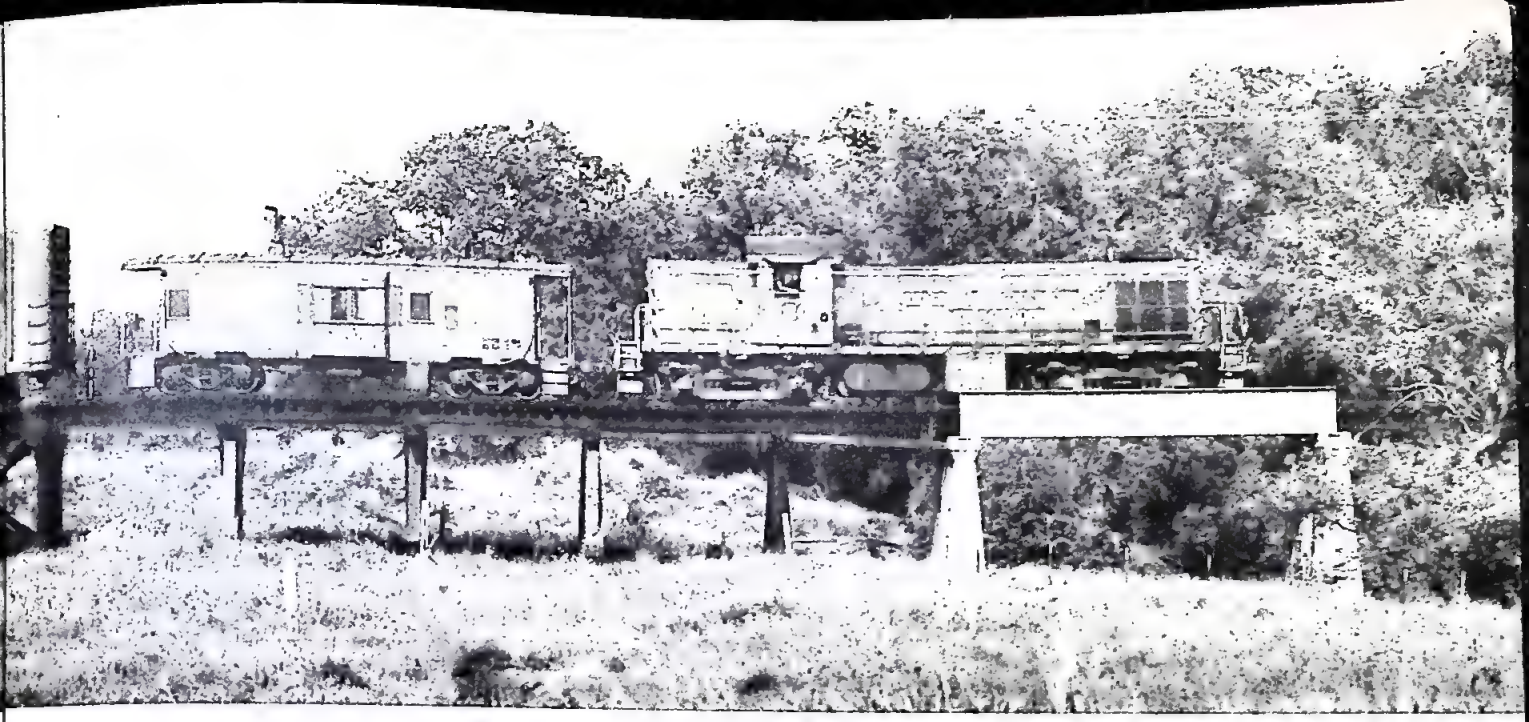
Just past Wilton, the train will slow for the most interesting and scenic part of the run. The Traction Company crosses the Cosumnes (pronounced *Cosume*-knees) River and its high water bypass on a pair of long, low trestles, with Wilton Road paralleling within feet of the track. The train steps gingerly out onto the frail-looking structures with the engineer periodically peering down the 30 some feet to the ground below. Right in the middle of the main span is a mild curve to the north which can provide excellent photographic results both north and southbound. As the train comes off of the trestle, it must negotiate a small rise to get out of the river valley and up to Sheldon. By the time that the Local bellows up to Grant Line Road, which bisects Sheldon, the train will be making up speed for the last leg to Fruitridge. One interesting note on Sheldon is the last wood-sheathed boxcar on the railroad, CCT 3051, an ex-WP 17000-series car which is used for storage of maintenance materials and tools.

North of Sheldon, the railroad makes a beeline across the countryside through an increasingly urban setting. Traffic on the intersecting highways begins to take on a more bustling flavor as the train nears Sacramento, with evening commuters becoming the rule rather than the exception. The last couple of miles into Fruitridge exhibit a sharp contrast from the fields to the industrial developments which provide so much of the CCT's income.



THE FRUITRIDGE SWITCHER gets out on the line on Sundays. Here RS1 80 crossed the Cosumnes River heading for Centrailia to meet the Local. The WP hack was borrowed.





Upon arrival at Fruitridge, the Local will leave its cars on whatever track is available. Usually, the Fruitridge Switcher will have the Menking track clear, but occasionally, and often during the fall rush, the Local must stash its cars away onto several tracks. Once the train is in the clear, the Geep will be backed across Florin-Perkins Road and either left on the main or placed in the 80's slot to allow the crew to go to beans. While the Local's crew is at chow, RS1 80 will grab all of the WP cars and head for Haggin Yard on the northwest side of Sacramento. Once the Switcher returns, the Local will make up its train and head for home. During the long summer months, the Local will be departing town just as the twilight begins to engulf the setting sun.

At Lodi, the Local will grab any cars for the Santa Fe, and set out anything for the Lodi to work the following day. The last leg of the run to Stockton is usually made in short order. After negotiating their way across Waterloo Road and onto the ST&E interchange, the Local will shed its caboose in the clear and roll the rest of the train on to Mormon Yard. While the conductor takes the bills to the yard office, the crew will run down to the east end of the yard and put the cars away. After swinging back by the office, the engine springs back to pick up the caboose and run to the Shops to put the power to bed. Although the Local can usually complete its run in seven or eight hours, variations in the amount of work can stretch the job to near the twelve-hour maximum. Of the three jobs on the railroad, the Local probably has the most routine activities. About the only difference between one time of year and the next will be the length of the train, which can range from a half-dozen cars in the spring to 40 or more in the fall.

The "Fruitridge Switcher"

In the 4800 block of Florin-Perkins Road in southeastern Sacramento is a modern industrial complex populated by contemporary concrete tilt-up offices and warehouses. Immediately opposite 24th Avenue is the CCT Fruitridge "Agency". Inside are all of the modern tele-communications hardware of the largest railroad, but on a smaller scale.

With the Agency backing up on their right-of-way, the CCT has made use of the spur that serves the building by putting it to dual use. The Fruitridge Switcher (known equally as "Number 80" or simply "the Switcher"), Alco RS1 80, resides within a chain-link-fenced enclosure a few feet from the Agency door. For the 80, the accommodations are not as lavish as those extended the Geeps in Stockton, but the treatment is just as good. Maintenance is provided on a periodic basis by the mechanical genius of the CCT, Terry Hubert, whose job it is to treat all four units more like family than motive power. Fuel, when required, is provided from a truck which pulls into the adjoining parking area.

Like the crews for the Lodi and Local, the members of the Switcher's crew are called from the extra board in the trainmaster's office in the Stockton Shops. Since calls may be made on any of the three trains, most of the Traction Company's operating personnel live in the Stockton area. When they do get a call for the Switcher, going to work involves a 45-minute drive up Freeway 99. With a 12:30 p.m. on-duty time at Fruitridge, it means that crewmen will usually be leaving the Shops around 11:30 a.m. By carpooling, the crew has been able to keep costs and driving chores well in line.

One side note on the crew situation for the Switcher: The current engineer is the number two senior man on the railroad, and he lives in Sacramento. Since the call for 80's engineer is usually the same, the arrival of the rest of the crew in Sacramento can often find him in a well relaxed pose. Fortunately, everyone gets along very well, and the fact that a long day will find the engineer home to a cool beer long before the rest doesn't seem to matter.

The Fruitridge Agency is the most profitable for the railroad, and the reason is obvious with the first look out the front door. At 3900 Florin-Perkins is the Traction Company's number one customer: Libby, McNeill and Libby. Of the cars going and coming from Libby, about half are loads of canned goods trucked across town from the packing plant to the warehouse. Another quarter of the cars are inbound loads of canned goods which are not originated in the Sacramento area. The remaining quarter are cars of tinplate and paper products used in the can plant located on the same property. Safeway is the CCT's number two customer, and it has a volume roughly half that of the Libby facility. Located at 4400 Florin-Perkins, Safeway is often the first industry visited by the Switcher on its daily rounds. Between Libby and Safeway are generated more than a quarter of the Traction Company's car movements and profits.

Other major customers in the area include the Proctor & Gamble and United Markets facilities facing Fruitridge Road, Bert McDowell Tires on 83rd Street, and several building materials and paper products warehouses located between 83rd and Florin-Perkins. Although these companies are not directly served by the CCT, the Traction Company moves much of their raw materials and products. In addition, several industries are located in the industrial park east of Florin-Perkins.

The CCT interchanges with the Southern Pacific west of the Agency at Polk, just east of Power Inn Road. The Switcher also has the responsibility for interchange with the Western Pacific at Haggin Yard in north Sacramento via trackage rights on the SP. In order to get to Haggin Yard, the Switcher contacts the Elvas Tower operator by radio on an SP channel (160.32). Once permission is granted to enter the SP main line, the crew opens the switch and heads northward towards downtown. The line passes through the fringe residential areas, ducks under U.S. 50 and finally proceeds up onto the fill that once served as the flood protection for Sacramento from the American River to the north. Upon arrival at Elvas Tower, 80 will often be held on the wye by traffic on the SP Overland Route between Oakland and

Roseville. This double track main sees some of the heaviest concentrations of SP traffic, and finding a "hole" for the CCT is often time consuming. Once the clearance is given, the Switcher crosses over to the westbound main for the few blocks to Haggin Yard.

Haggin Yard is relatively small; actually, quite in keeping with the scale of the CCT operations. Haggin serves as the WP/Sacramento Northern interchange and also serves the needs of the CCT and SP. Because of the grade separation between the SP and WP main lines, the WP must climb immediately to clear the dikes protecting the American River. Because of the physical arrangement, Haggin is split between a yard connecting the SP and WP and a yard paralleling the WP main. The Traction Company gains access off the SP side. Once the necessary cars are collected, the Switcher reverses its route around the wye and thunders home under the protection of Elvas Tower's interlocking signals. Finally in the clear at Polk, the crew will release the main line by radio.

On most days the Switcher will go to Haggin Yard only once, about six o'clock in the evening, and the trip will usually coincide with the layover of the Local. By departing Fruitridge after the Local arrives, cars going to the WP which have come north on the Local can be promptly moved off of the property for forwarding east. Likewise, any cars coming off the WP for CCT destinations can be placed in the Local's southbound consist. Occasionally, a hot car or large number of cars will require the Switcher's immediate attention. When this occurs, a run to Haggin will usually be 80's first activity of the day.

The Fruitridge Switcher is generally the busiest job on the railroad. The usual day's work will involve as much as ten hours, and the Hours of Service Law can often be the only saving grace for the crew, especially in the heavy fall and winter season. The job of Switcher is long but sufficiently varied to keep things interesting; it's not likely that anyone working there will atrophy either mind or body.

Sunday variations

Sunday provides an interesting contrast to the normal weekday operations. Because most of the customers don't work on Sunday, the required switching is minimal. With the reduction of work, the CCT has come up with a scheme which tends to balance the work among the crews; otherwise the Local would be toiling away toward Sacramento long after the other crews had gone home. For the railfan, it is also the chance to get a look at all of the Traction Company's trains without spending hours just following the switching action of the Lodi or the Switcher.

The Sunday routine calls for the Switcher to head south out of Sacramento as soon as it completes any work at Fruitridge or Haggin Yard. When the Switcher and the Local meet out on the line, the trains are swapped and the respective trains head for home. The Lodi, in the meantime, makes its usual run, but unless something important in the way of a "move" is needed, the Lodi will usually leave its cars at Boyd or Pearson and return home. By balancing operations in this way, the Local and the Switcher can get off of work by around 5:00 p.m., and the Lodi may beat them by an hour or so.

If you play your cards right and the Lodi gets to work on time, you can follow the street running action of the Lodi going to the WP and still head up the freeway to Sacramento in time to follow the Switcher to Haggin. To find out if the 80 is going to Haggin, you can usually check in with agent, at Stockton (presently A.E. Colen, who'll be retiring this December). The Traction Company has a very positive attitude about railfans, and if you identify yourself as one and act accordingly on CCT property, you'll be given any assistance that's available. Just remember that your actions will set the tone for those who follow, so be courteous and respect the fact that the railroaders are doing a job while you're there for pleasure. Once you've learned the schedule for the Switcher, you can go about hunting the Lodi.

I've found that it's a fairly easy 45-minute drive from Stockton to Sacramento, so if you leave Stockton about 11:45 a.m. you will easily be at Fruitridge before the Switcher takes off. If the action in Stockton is heavy, or if the ST&E gets into the act, you can easily get delayed. If so, you can still get to Elvas in time to see the 80 go around the wye by keeping your scanner tuned to the SP radio frequency to see where the Switcher is as you approach town. A typical conversation might be, "Elvas Tower to CCT Number 80. Amtrak is just out of the depot, so we'll have you cleared up in about five minutes." Once you've picked it up, following the Alco to Haggin is easy.

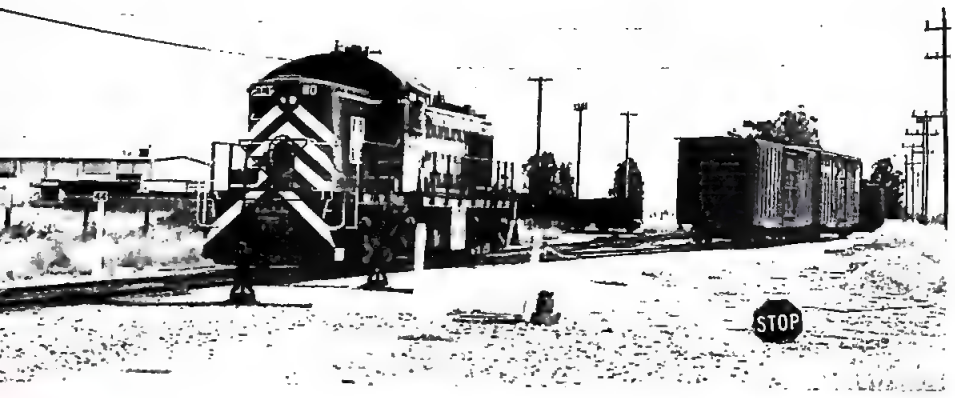
When the Switcher finishes the work at Haggin, it will usually leave about half of the cars at Fruitridge for distribution on Monday. Once the correct cars are assembled, the 80 will lean into her train and head south for the rendezvous with the Local. Because of the early afternoon light, the trip across the Cosumnes River trestle is a perfect spot for pictures. Although it is possible to stay in touch with the train north of Sheldon, it may be easier to simply beat the train to Sheldon and then begin to pace it south from there. If the crew has gone to Haggin, Wilton usually becomes a lunch stop. The train pulls up on the main and everyone heads for the General Store for a sandwich or soda. In case you failed to fortify yourself, it also provides a good chance for you to grab a bite to eat. Don't dawdle, however. Once the crew has made their purchases, the train will churn south in earnest.

All of this time the Local will have been working north following its usual routine of setting out at Lodi. If the Switcher has gone to Haggin, the most likely spot for the two trains to meet is Centralia, which is no more than a siding just north of Herald. If the Switcher did not have to go to Haggin, the meet may be as far south as Lodi. The southbound Switcher will usually pull its train into the clear on the siding and then move the Alco out of the way on the main track. When the Local arrives, its Geep will stop short of the switch to drop its train and then pull into the clear on the siding to couple up to the southbound train. Number 80 will then grab the northbound train off of the main line and pull north until the Local's caboose is past the main line switch. Once the Local's cab is past the south switch, Geep 60 will ease the southbound consist out onto the main line, grab its cab and head for Stockton.

Meanwhile, 80 will have pulled past the north switch with its new consist and backed onto its own caboose, which was cut off on arrival. Once the air test is made and everything is clear of the siding with the switch properly lined and locked, the Switcher will head for Sacramento. The 80 will usually put on the typical Alco "I-can-smoke" show as it departs.

With the completion of the train swap, the Local will go back to its usual work at Lodi and then home, while the Switcher will make a non-stop run back to Fruitridge. The small rise coming up to Sheldon makes a superb spot to catch 80 since it's trying to accelerate the train away from the Cosumnes bridge speed restriction as well as get up the hill. Once back in Fruitridge, the train will be broken up as quickly as possible and the Alco put to bed.

And so it goes from Sunday to Friday: three different trains doing their best to make the Company money and satisfy a growing number of customers. With California's economy—especially the agri-business—in such healthy shape, the prognosis for the Traction Company's future can only be described as rosy. Conrail should do so well—the CCT just tripled its maintenance-of-way equipment by adding a pair of second-hand bottom-dump ballast cars to the existing flat car! This is one "traction company" that should be rumbling through the streets for many years to come.



WORKING THE MENKING TRACK at the Fruitridge industrial area, RS1 80 contributes a splash of color on May 30, 1978. That's the Safeway warehouse in the background, a good CCT customer.

Index to Volume 2

RAILFAN December 1977-March 1979
RAILFAN & RAILROAD, May 1979-September 1979

A

Aberdeen & Rockfish, Apr78 16
Adena Railroad: See Wheeling & Lake Erie
Agrico (Florida operations), Nov78 47
Air horns, Nov78 63
Alabama, Tennessee & Northern, Sep 78 24, 62
Alaska R.R. GP40-2's, Jan79 19, Sep79 18
Algers, Winslow & Western, Nov78 19
Algoma R.R., Mar79 16
Alleghany Central R.R., Mar79 28
Alton & Southern, Mar79 61
American Freedom Train:
  Equipment to Canada, Feb78 14
  GS4 4449, Dec77 46, Sep78 64, Jan79 35
Amtrak:
  Amfleet complete, Feb78 16
  Borrows GM&O F3, Dec77 14
  Broadway to be refurbished, May79 20
  "The Central Vermont", Mar79 48
  Concrete ties, Jan79 16
  Connecticut SPV2000's, Mar79 16
  EMD Swedish electrics, May78 16
  "4449: Homeward Bound", Dec77 46
  GG1 4935, Dec77 55, Apr78 17, Jul78 18, Sep78 64
  Hilltopper at North Fork, W.Va., Jan79 63
  Last SR *Southern Crescent*, May 79 20
  Mickey Mouse tour, Mar79 18
  1980 funding, May79 20
  No congressional reprieve, Sep79 18
  Orange Geep 773, Sep78 17
  PRS *Barstow Limited* excursion, Jul78 14
  Preserve an SDP40F?, Feb78 66
  P30CH's for SP commutes, Nov78 16
  Rockford Rail Days, F40PH 232, Feb78 15
  San Francisco Zephyr LaGrange wreck, Feb78 16
  Silver Dome to MR&NKPRRS museum, Sep78 16
  "Strangers in South Station", Apr78 29
  Superliners and LRC's, Mar79 15
  USDOT ax falls, Jul79 21
  Viva VIA!, Jul79 64
  "Western Vacation", Jul78 26
Ann Arbor R.R., May79 20, Sep79 18
Apache Railway:
  "Arizona's Apache Railway", Jul79 50
  Baldwin and FM switchers", Jul79 67
  FM's to South Central Tenn. R.R., Nov78 18
  GB&W RS2's en route Ann Arbor, Sep79 18
Arcara, Roger: Article by:
  "How a Fireless Steam Engine Works", Jul79 40
Ardrey, Frank, Jr.: Article by:
  "Four Sections of Number Nine", Mar79 40
Argentine Central (Colorado), Jul79 41
"Arizona's Apache Railway", Jul79 50
Atchison, Topeka & Santa Fe R.R.:
  Baldwin S12's on Apache Ry., Jul79 51
  Barstow Limited excursion, Jul78 14
  Directors' special, May 78 63
  Doodlebug M.126, Mar79 38
  GP40X's, Sep78 17, Test on CRR, Sep79 18
  "Houston's Belt", Jan79 20
  "The Joint Line", May78 47
  "The Katy's Oklahoma F's", May79 45
  Leased C&NW and CN power, Dec77 14
  Rotary snowplow, May79 21
  "Western Vacation", Jul78 26
Atlantic & Danville, Sep79 34
Atlantic Central: See Southern CPR 2839
Atlantic City, N.J., Mar79 18
Atlantic Coast Line E3 501", May79 2
Auto-Train, Nov78 16, Jan79 18

B

Baldwin light Decapods, Sep78, 24, 62
Balkin, Marc:
  Camera Bag by:"Portable tape recorders", Jul79 56
  We'd like you to meet . . ., Jul79 60
Baltimore & Ohio:
  Coal trains in snow, Jan79 33
  GP40-2 GM50, Apr78 15
  "Horse-Era Railroading at Harborside" Feb78 50
  "Kenova and Coal", Apr78 50
  Spencer mixed, Jul78 50
  Summit of Alleghenies, Nov78 60
  See also: Chessie System
Baltimore, Md.: "Horse-Era at Harborside", Feb78 50
Banks, Harold V.:
  Article by: "A Day In the Life of a Roundhouse Foreman In the Lusty Days of Steam," May78 39
  H.V. Banks of the Camas Prairie, Feb78 61
Bar Harbor Express, Sep78 46, Jan79 5
Barriger, John W., Apr78 51
Bay Area Electric R.R. Assn., Sep79 33
Beaumont, Sour Lake & Western, Jan79 23
Bellevue, Ohio, Dec77 16
Bessemer & Lake Erie (SD's to C&NW), Jul78 17
"The Big Green Alcos of Vancouver" Mar79 20
Big "R" Railfan Tours, Apr78 8
Black Mountain R.R. 4-6-0 No. 1, Nov78 34
Black River & Western, Apr78 16
Blizzards of '79, May79 21
Book Reviews:
  America's Colorful Railroads, Ball, Mar79 13; *Amtrak AFT-1 etc.*, Welling, Dec77 12; *BN 1976-77 Annual*, Wagner, Nov78 11; *Chicago's Rapid Transit, Vol. II*, CERA, Apr78 9; *The Collector's Book of Railroadiana*, Baker and Kunz, Sep78 11; *Cotton Belt Locomotives*, Strapac, May78 13; *Covered Wagons*, Young, Dec77 9; *Decade of the Trains*, Ball, May78 10; *The "DO" Lines*, Lewis, Jul78 7; *The Doodlebugs*, McCall, Mar79 12; *The Final Years NYO&W*, Karuse and Crist, Dec77 12; *Fogg and Steam*, Clodfelter, Sep79 14; *Grand Trunk Heritage*, Hastings, Mar79 11; *Great Railroad Paintings*, Goldsborough, May78 10; *A History of the Lehigh Valley R.R.*, Archer, Sep78 12; *Katy Northwest*, Holsommer, Sep78 12; *Lackawanna Heritage*, Krause and Crist, Nov78 12; *Lehigh & Hudson River*, Pennisi, Dec77 11; *Locomotives, Limiteds & Locals*, Olmsted, May78 11; *The Mineral Belt, Vol. 1*, Digerness, Jul79 12; *The Mountains*, Ferrell and Pearsall, Jan79 12; *Mount Lowe*, Seims, Dec77 10; *The New Haven R.R.*, Pavucik, Sep79 16, *Portrait of a Silver Lady*, MacGregor and Benson, Feb78 10; *Railroad in the Clouds*, Wilson, Jan79 14; *The Remarkable GG1*, Zimmermann, May78 12; *Rio Grande in the Rockies*, Hill, Apr78 10; *Roaring U50's*, Keekley, Jul79 14; *Route of the Warbonnets*, McMillan, Sep78 12; *SP Motive Power Annual 1974-76*, Jewell, Apr78 11; *SP Review 1977*, Strapac, May79 13; *Southern Railway Panorama*, Kramer, Jan79 14; *Stairway to the Stars*, Abbott, May79 12; *Steam Locomotives of the Frisco Line, Stagner, Apr78 10; Trains of Northern New England*, Krause and Bailey, Feb78 9; *Twin Cities Railfan Guide*, Tiger Paws, Nov78 9; *Under Pennsy Wires*, Carleton, Apr78 10; *Union Pacific 8444*, Kindig and Hill, May79 10; *Wheels Rolling-West*, Styffe and Benson, Jul79 13.
Borden Chemical (Florida) Nov78 47
Boston & Maine R.R.:
  FT's at Brattleboro, May78 43
  GP40-2's, May78 16, Jul78 51
  "The Maine Central", Jul78 38
  Moves toward reorganization, Sep79 20
  Radio frequency change, Dec77 57
  Radio frequency correction, Feb78 60
  Railnews, Dec77 14
  "Strangers in South Station", Apr78 29
Boyd, Jim: Articles by:
  "Central Vermont Steam", May79 35
  "Dutchland Decapod", Sep78 24
  "Maine Central Passenger Service", Sep78 46
  "Maine Central Steam Locomotives, Sep78 37
  "A Rainy Day on the North End", Mar79 54
  "Return of the Georgetown Loop", Jul79 46
  "Motive Power of L&NW and NL&G", Apr78 48
  "Sand Patch!", Nov78 20
  "Seven Canadian Pacifics", Mar79 28
  "Strangers in South Station", Apr78 29
  "Tales of a Lanky Texan", Feb78 26
  "VIA Brockville", Jul79 22
Bradshaw, C.E., Jr., Sep79 20
Brazil, Jul79 17, Sep79 44
Brewster Phosphates, Nov78 47
Brillion & Forest Junction, Jan79 16, Mar79 16
British Columbia Railway:
  Economic problems, May79 20
  M630 706, Feb78 33
  Royal Hudson 2860:
    "Good Times Express", Sep79 20
    Markers, May78 62
    NRHS Inter/Rail '78, Jan79 17
    Tours eastern Canada, Jul78 16
    "Western Vacation", Jul78 32
Brockville, Ontario, Jul79 22
Brotherhood of Railway & Airline Clerks, Jan79 16
Burlington Northern:
  "The Big Green Alcos of Vancouver", Mar79 20
  "BN Steam: Today!", Jul79 38
  "The Camas Prairie, Pt. 1", Dec77 18
  "The Camas Prairie, Pt. 2", Feb78 38
  "Chicago's New Look", May78 40
  C&S SD40-2 on Milwaukee Road, Mar79 36
  "The Evergreen F's", Sep79 22
  Frisco-BN merger talks, Feb78 14
  F's and Alcos, Mar79 65
  F's on WP, Jul79 31
  "Houston's Belt", Jan79 20
  "The Joint Line", May78 47
  LaGrange Amtrak/BN wreck, Feb78 16
  Repaints NP RS3, Sep78 17
  SD40-2 on SP, Sep78 33
  UP-BN pools into Chicago, Apr78 18
  U28C with Alaska units, Sep79 19
  "WP's Third Subdivision", May79 22
  "Western Vacation" July 78 32
  Wrong SD40-2, Jul79 62
"BN Steam: Today!", Jul79 38
Budd Company: SPV2000, May78 16, Mar79 16
Butterworth, Clovis:
  Article by: "Good News from Narrow Gauge Country", Nov78 30
  Markers, Nov78 65
  We'd like you to meet . . ., Nov78 56

C

Cady, Ron:
  Article by: "D&M's Mackinaw Division", Jul78 53
  We'd like you to meet . . ., Jul78 57
Camas Prairie Railroad
  "The Camas Prairie, Part 1", Dec77 18
  "The Camas Prairie, Part 2", Feb78 38
  "A Day in Life of a Roundhouse Foreman, May78 39
  Herb Banks, also Highball, Feb78 60
  UP GP9 245 wrecked, Feb78 16
Camera Bag:
  The all-important shutter speed, Nov78 57; The Challenge of Conrail, Feb78 58; Contributions to *Photo Line*, Jan79 56; Depth of field, Mar79 60; Filters for b&w, Apr78 58; Filters for b&w, revisited, Jul78 60; Filter fussing, continued, Nov78 57; The group night session, Sep78 60; Portable tape recorders by Marc Balkin, Jul79 56; Shooting people, May78 60; Slave of the camera, May79 57; Slide projectors, Dec77 54; Super cameras, Sep79 60; Telephotos, May79 57.
Canada's *Discovery Train*, Feb78 14
Canadian Forest Products, Sep78 48
Canadian National:
  Carferry *M.V. Geo. Alexandre*, Dec77 14
  FM C-liners on CV, May78 25, May79 43
  4-8-2 6060:
    1978 excursions, Jul78 14
    To run in 1979, Jul79 20
    With CPR 4-6-2 1201 in Ottawa, Mar79 39
  Power leased to AT&SF, Dec77 14, May78 52
  See also: VIA Rail Canada
  "Vancouver Island Today", Sep78 48
Canadian Pacific Railroad
  The CPR Pacifics (*Markers*), Mar79 62
  Fan trip to New Hamsphire, Jul78 14
  4-6-0 972, Dec77 16, Mar79 16
  4-6-2 1201 (Museum of Science & Technology):
    Operating to Wakefield in 1979, Sep79 62
    "Seven Canadian Pacifics", Mar79 28
    Test run in Ontario, Nov78 35
    With CN 6060 in Ottawa, Mar79 39
  4-6-4 2811, May78 31
  Royal Hudson 2839:
    On *Dominion* in 1951, Jul79 33
    See also: Southern Railway
  See also: Esquimalt & Nanaimo
  See also: VIA Rail Canada
  "Seven Canadian Pacifics", Mar79 28
  Units repainted VIA colors", Jul79 2
Carferrys:
  Chief Wawatam, Jul78 53
  GTW/AA update, May79 20
  M.V. Georges Alexandre (CN), Dec77 14
  M.V. Seaspan Greg, Sep78 53
Carstens, Harold H.: Article by:
  "Results of the Reader Survey", Feb78 37
Cartoons:
  "Close Encounters with *Chessie*", Kattau, Nov78 29
  "Short cut", Tuthill, Jul79 61
  See also: *Not in the Wheel Report*
Cass Scenic Railroad
  Four loco night shot, Sep79 35
  New depot at night", Sep79 67
  Night session 1978, Sep78 60
Castolite, Inc., July78 16
Cavanaugh, Casey:
  Article by: "The Story of the FL9's", Dec77 36
  Markers, Apr78 61
  We'd like you to meet . . ., Dec77 53
CB Radio, Apr78 61
Central of Georgia, Mar79 40
Central R.R. of New Jersey, Feb78 36
Central Vermont Railway:
  Bicentennial GP9 repainted, Jul79 21
  "The Central Vermont", Mar79 45
  "Central Vermont Steam", May79 35
  "Extra 454 South", May78 18
  Green GP9 4904 on GTW", May79 67
  Peddler update, May78 63
  "A Rainy Day on the North End", Mar79 54
  Researching CV steam, May79 63
  Steamships (Flashback: Aug. 1947), May79 44
Chesapeake & Ohio R.R.:
  4-8-4 614 to Ross Rowland, Jul79 18
  "Kenova and Coal", Apr78 50
  See also: Chessie System
Chestnut Ridge Railway, May79 49
Chicago Aurora & Elgin, Dec77 28
CA&E Historical Society, Dec77 56
CB&Q 2-8-2 4960, Jan79 35
Chicago, Milwaukee, St. Paul & Pacific:
  See Milwaukee Road
"Chicago's New Look", May78 40
Chrome Crankshaft, Sep79 18
Chessie System:
  Cheviot Hill abandoned, Nov78 16
  Chessie Steam Special:
    Begins 1978 season, Sep78 14
    "Close Encounters with the *Chessie Steam Special*", Nov78 28
    Diesels out of Cumberland, Apr78 14
    Markers, Nov78 60
    Photo Line, Feb78 34, Sep78 31, Jan79 35
    "Sand Patch!" Nov78 20
    2100/2101 to Hagerstown, Sep79 18
    2101 at Reading Shops, Mar78 34
    2101 burns at Stevens, Ky., Jul79 18
    2101 night session, Sep78 60
    2101 with Alleghany Central, Mar78 34
    2101 with Gettysburg 2-8-0's, Jan79 19
  "Horse-Era Railroading at Harborside", Feb78 50
  KSLA horns, Nov78 63

CSX merger:
Initial proposals, Jan79 16
CSX Corp. announced, Mar79 16
N&W and SR objections, Jul79 20
SP supports merger, May79 20
Chicago & North Western:
Bicentennial GP18 1776, Feb78 15
"Chicago's New Look, May78 40
Coordination in Iowa, Mar79 16
GE industrial switchers, Mar79 16
Last run to Williams Bay, May78 61
Leases B&LE SD's, Jul78 17
Loco orders, Mar79 16
RSD4 1517, Dec77 60
"Union Pacific into Chicago", Apr78 18
UP-C&NW pool trains, Jul78 4
Units leased to AT&SF, Dec77 14, May78 52
Chicago South Shore & South Bend R.R.:
"Chicago's New Look", May78 40
Little Joe 803, Sep78 65
South Shore update, Mar79 62
"There's Still an Interurban in Indiana", Nov78 38
"Tracking in the South Shore", Jan79 47
"City of Prineville Railway", Dec78 34
Claremont & Concord, May79 20
Clemens, David R.: Articles by:
"The Camas Prairie, Pt. 2", Feb78 38
"The Milpitas F's Are Back", Sep78 28
Clinchfield Railroad:
Black Mountain 4-6-0 No. 1, Nov78 34
C&O 2-8-4 2716:
En route to CRR, Jul79 34
Leases 2716 from Ky. Ry. Museum, May79 18
Restoration halted, Sep79 18
Shop work at Marion, N.C., Jul79 19
4-6-0 No. 1 in Florida, Nov78 16
General Manager Moore retires, Sep79 18
GP38-2 in FL colors, Nov78 19
Leases DM&IR SD18's, Apr78 14
Loco orders for 1978, May78 14
Proposal for NC&StL 4-8-4, Mar79 15
Receives GP11's, tests AT&SF GP40X's, Sep79 18
"Close Encounters with *Chessie Steam Special*", Nov78 28
"Collecting Date Nails", Mar79 43
Collias, Joe: Article by:
"What Happened When 2906 Overtook 2821", Dec77 33
Colorado & Southern:
"Riding the Loop", Jul79 41
See also: Burlington Northern
Columbus & Greenville, May78 16, Nov78 16
Coniglio, John W., May79 47
Conrail:
Alcos to GB&W, Sep79 18
Blue GG1 4800, Feb78 16
CNJ SD35 2511, Feb78 36
"Chicago's New Look", May78 40
Federal 1980 funding, May79 20
"Horse-Era Railroading at Harborside", Feb78 50
Inspection train on Starrucca, May78 38
The last RPO, Dec77 55
Leases M-K TE53-4E's, Dec77 16
L&HR update, May78 64
Motive power news, Mar79 15
New SD40-2 6361, Dec77 17
"The Story of the FL9's", Dec77 36
U23B 2798 (GE's last "U-boat"), Dec77 17
Cookin' in the cab, Nov78 61
Cotton Belt: See St. Louis Southwestern
"The Creatures of Bone Valley", Nov78 47
Cristina Railway: See E. F. Dona Teresa Cristina
Crown Zellerbach, Sep78 51
CSX Corp: See Chessie System
Cumbres & Toltec Scenic R.R.:
Biggest day, Feb78 16
Editorial, Dec77 3
Filming *Butch & Sundance*, Sep78 14
Filming Miller commercial, Sep79 35
"Good News from Narrow Gauge Country", Nov78 30
Markers, Nov78 66

D

D'Amato, Chris:
Articles by:
"BN Steam: Today!", Jul79 38
"City of Prineville Railway", Sep78 34
"Five Alcos and a Mack", May79 49
"The Gila Bend Mixed", May78 28
"The Texas Transportation Co.", Apr78 25
We'd like you to meet . . ., May78 57
"A Day in the Life of a Roundhouse Foreman in the Lusty Days of Steam", May78 39
DeJoseph, Tom:
Article by: "Sperry's Golden Anniversary" Jan79 27
We'd like you to meet . . ., Jan79 57
Delaware & Hudson:
"Altschul blue" RS11 5002, Feb78 15, May78 37
Bertrand named president, Apr78 15
Charles Bertrand dies, Jul78 14
Coaches to NYMTA, Sep78 16
High Iron Co. 2-8-4 759, Jan79 36
Last C628's to Mexico, Sep79 18
LV GP38-2 in new D&H colors, Jul78 17
Moves MBTA F40PH's, Jan79 65
PA's to MBTA, Feb78 14
PA's and units to Mexico, Jan79 64, Mar79 18
Photo Line (RS11 5002), May78 37
Railnews, Dec77 14
"Seven Canadian Pacifics", Mar79 28
Sharks at Binghamton, May78 60
Sharks sold to Castolite, Jul78 16
"Strangers in South Station", Apr78 29
Denver & Rio Grande Western:
Continues *Rio Grande Zephyr*, Sep79 20
Editorial, Dec77 3
F7 on ICRR, Apr78 59
Grand Junction Zephyr?, Mar79 15
"The Joint Line", May78 47
Modern Moffat, Feb78 60
Sells *Silverton*, Sep79 20
Detroit & Mackinac:
"D&M's Mackinaw Division", Jul78 53
0-6-0 to Greenfield Village, Sep79 20
Detroit, Toledo & Ironton, Dec77 16
Discovery Train, Feb78 14
Dona Teresa Cristina: See E.F. Dona Teresa Cristina
"Doodlebug RPO, Sep79 38
Dorn, Dick, Article by: "The Evergreen F's", Sep79 22
Duluth & Northeastern, May78 39
Duluth, Missabe & Iron Range:
4-6-2 402 at Iron Junction, Sep79 34
Leases SD18's to CRR Apr78 14
Sells SD's to Union R.R., Sep79 18
Durham & Southern:
Decapod 201 in 1953, Nov78 35
"Dutchland Decapod", Sep78 24
Markers, Sep78 62

E

Eagleson, Mike:
Article by: "The 2-10-4's of Tubarao", Sep79 44
At Hubbard testimonial dinner, Sep79 61
See also: *In Search of Steam*
We'd like you to meet . . ., Sep79 57
Easley, Joe: Cartoon series by:
Not In the Wheel Report May79 62, Jul79 62, Sep79 62
East Broad Top:
Acquires first diesels, Jan79 16
Mr. Kovalchick dies
East Washington Ry., Jan79 16
E.F. Dona Teresa Cristina:
"The 2-10-4's of Tubarao", Sep79 44
2-10-4 311*, Sep79 67
In Search of Steam, Jul79 17
El Camino service, Jul78 14
Electro-Motive Division of General Motors:
AT&SF GP40X's, Sep78 17
Electrics for Amtrak, May78 16
GP40X and SD40X announced, Dec77 14
PMI test vehicle 134, Sep79 18
Preview of GP50, May79 18
SP GP40X's, May78 14
"The Story of the FL9's", Dec77 36
Super Series units, Feb78 14
Wrong BN SD40-2, Jul79 62
Erie R.R. 2-8-4 3345, Jul78 50
Erie Western Ry.:
Erie Railfan Society trip, Jan79 16
Goodbye Erie Western, Sep79 20
Railnews, Feb78 14
RS3 1603 on C&NW, Sep78 15
Essex, Conn.: See Valley Railroad
Esquimalt & Nanaimo:
Baldwin update, Nov78 65
Dayliners to be continued, Mar79 16
Last Baldwin, Nov78 33
Passenger discontinuance opposed, Nov78 16
"Vancouver Island Today", Sep78 49
"The Evergreen F's", Sep79 22
"Extra 454 South", May78 18

F

Family Lines:
First FL colors on SCL SDP35, Dec77 60
See also: Clinchfield, Seaboard Coast Line and Louisville & Nashville
FL steam program: See Clinchfield R.R.
"Farewell to the First Generation", Feb78 18
FarmRail, May78 14
Faur "Quarter Horse", Sep78 17
Felstead, Charles, Mar79 57
Film Reviews:
Extra 4449 West, Sunday River, Jul78 9; *Six Helpers on Black Fork Grade* and *Shays and Mallets of the WM*, Sunday River, May79 15
Fireless steam locomotives:
"BN Steam: Today!", Jul79 38
Cleveland Illuminating 0-6-0, Dec77 16
"How a Fireless Steam Engine Works", Jul79 40
"Firing the Southern's 2-10-4", Feb78 29
"Five Alcos and a Mack", May79 49
"Flashback: *Railroad*, Aug. 1947", May79 44
Florida East Coast, Nov78 43
Foreign railroading *(Markers)*, Sep79 61
Fort Worth & Denver: See Burlington Northern
"4449: Homeward Bound", Dec77 46
Foster, Robert S., Dec77 33
"Four Sections of Number Nine", Mar79 40
French rail proposal for N.J., Mar79 18
Friends of the GG1, Feb78 60 See also: Amtrak GG1 4935
From the Publisher's Desk:
Collectable Trivia, Jan79 3; Colorado Memories, Nov78 3; Color Film, Sep78 3; Narrow Gauge Thoughts, Dec77 3; Preserving Your Railroadiana, Sep79 3; RAILFAN & RAILROAD, May79 3, The Railroad Fair, Jul78 3; Railroad Postcards, Jul79 3; Sound Movies, Feb78 3; Troop Trains I, Apr78 3; Troop Trains-II, May78 3; Welcome *Railroad* Magazine, Mar79 3.

G

Gainesville Midland, Sep78 24,62
Galveston, Houston & Henderson, Jan79 20
Gardiner, Inc. (Florida), Nov78 47
General Electric:
BQ23-7 for SCL, Mar79 15
Industrial switchers for C&NW, Mar79 16
Last "U-boats" (CR U23B), Dec77 16
Rebuilt South Branch Valley MRS1*, Jan79 2
RS3 GE-20 on SBV, Mar79 18
Georgia, Florida & Alabama R.R., Sep78 24, 62
Georgetown Loop:
Editorial, Dec77 3
"Return of the Georgetown Loop", Jul79 46
"Riding the Loop", Jul79 41
Gettysburg Railroad, Apr78 16, Jan79 18
GG1 4935: See Amtrak
"The Gila Bend Mixed", May78 28
Godzilla meets the 610, Feb78 64
"Good News from Narrow Gauge Country", Nov78 30
GO Transit:
CN 6060 and Richmond Hill line, Sep78 14
Coaches to MBTA, Nov78 18
New bilevels, May78 16
Grace, W.R. (Florida), Nov78 47
Grand Trunk:
Bicentennial GP9 repainted, Jul79 21
"The Central Vermont", Mar79 45
"The Maine Central", Jul78 38
Great Falls Dev. Comm.: See Paterson, N.J.
Great Western Ry.:
"Dutchland Decapod", Sep78 24
Sold to Midland Resources, Nov78 18
2-8-0 used in Centennial, Mar79 16
Great Western Sugar, Mar79 15
Green Bay & Western:
Acquires ex-CR Alcos, Sep79 18
Leases RS2's to Arizona, Apr78 14
RS2's in Ariz. sold to Ann Arbor, Sep79 18
Greenfield Village, D&M 0-6-0, Sep79 20
Griffiths, Henry R., Jr.:
Article by: "Steam on the Camas Prairie", Feb78 45
We'd like you to meet . . ., *Feb78 57*
Grosselfinger, Walt, Jan79 60
Guayaquil & Quito 2-8-0, Jul79 17
Gulf, Mobile & Ohio:
"Chicken wire" F3 on Amtrak, Dec77 14
GP38 732, Feb78 36
RTA re-equips Joliet "Plug", Jan79 18

H

Harmen, Robert R.: Article by:"The Joint Line", May78 47
Hart, George: See CPR 4-6-0 972
Hartley, Scott:
Article by: "The Central Vermont", Mar79 45
We'd like you to meet . . ., Mar79 57
Harwood, Herbert H., Jr.: Article by:
"Horse-Era Railroading at Harborside", Feb78 50
We'd like you to meet . . ., Feb78 57
Helmers, Dow, Sep78 16
Henry Ford Museum, D&M 0-6-0, Sep79 20
High Iron Company: Sep78 24, Jan79 36
Hillcrest Lumber, Climax No. 10, Sep78 54
Hillsdale County R.R., Jan79 18
Historic Red Clay Valley SR 2-8-0 722:Jul79 18, Sep79 20
"Horse-Era Railroading at Harborside", Feb78 50
Houston Belt & Terminal: "Houston's Belt", Jan79 20
Hubbard, Freeman:
Interesting Railfan series:
"No.194: John W. Coniglio", May79 47
"No.195: Charles E. Winters, Jul79 47
Article by: "The *Railroad* Heritage", Sep79 32
Testimonial dinner, Sep79 61
Huddleston, Gene:
Article by: "Kenova and Coal", Apr78 50
We'd like you to meet . . ., Apr78 57
Hudson, Rock, Sep79 61

I

Illinois Central R.R.:
"Four Sections of Number Nine", Mar79 40
0-8-0 3525 to Spencer, N.C., Sep78 17
UP/D&RGW leased power, Apr78 59
Illinois Central Gulf:
Acquires UP SD24's, May78 14
"Chicago's New Look", May78 40
Comments on FarmRail, May78 14
GM&O GP30 and ex-PRR caboose, Feb78 36
Hits car in snow, Jul79 61
"Louisiana Shortline Sketchbook", Apr78 34
Paducah Geep 7903, Feb78 15
Paducah Shops:
GP11's to Clinchfield, Sep79 18
MBTA FP10's, May79 18
Rebuilt 4-6-2 on MSC, Jul78 51
Solid orange on U30B 5005, Sep78 17
SR-ICG merger, Nov78 18, Jul79 20
"Union Pacific into Chicago," Apr78 18
Illinois Railway Museum, Sep78 63
Illinois Terminal Company:
Acquires PC line, Feb78 16
GP7 1501, Feb78 17
New GP38-2's, Dec77 14
Industrial Archaeology, Apr78 59
Index to Volume 1 (W74-Oct77), Dec77 insert
In Search of Steam:
European steam, Sep79 17
Introduction, May79 17
South American steam, Jul79 17
"Interesting Railfan":
No.194: John W. Coniglio, May79 47
No.195: Charles E. Winters, Jul79 47
International-Great Northern: See MP
International Minerals & Chemicals, Nov78 47

J

Jenson, Dick:, Feb78 32, May79 18
Johnson Rail Service, Mar79 18
Jim Thorpe, Pa.: See CPR 4-6-0 972
Johnson, Ronald N.:
Articles by:
"The Maine Central", Jul78 38
"MEC History Highlights", Sep78 44
"MEC Passenger Service", Sep78 46

* indicates color photo

"Seashore at 40", Sep79 51
We'd like you to meet . . ., Jul78 57
"The Joint Line", May78 47

K

Kansas City Railway Museum:
G.W.Sugar 0-4-0T, Mar79 16
630 Foundation, Dec77 14
Kansas City Southern:
Ex-MEC E7 12, Sep78 61
F's south of Texarkana, May79 34
Loewy FM units, Jul78 23
Kaplan, Dr. Donald R.:
Articles by:
"There's Still an Interurban in Indiana", Nov78 38
"Tracking the South Shore", Jan79 47
We'd like you to meet . . ., Nov78 56
Karsten, Bob:
Article by:"Louisiana Shortline Sketchbook", Apr78 34
We'd like you to meet . . ., Apr78 57
Kattau, Hal: Article by
"Close Encounters with the *Chessie Steam Special*", Nov78 29
"The Katy's Oklahoma F's", May79 45
Keller, Ronald W.: Article by:
"Arizona's Apache Ry.", Jul79 50
We'd like you to meet . . ., Jul79 60
"Keonova and Coal", Apr78 50
Kentucky Derby: Dec77 14, Sep79 20
Kentucky Ry. Museum: See CRR C&O 2716
Killian, Chuck: Article by:
"Five Alcos and a Mack", May79 45
We'd like you to meet . . ., May79 60
Kooistra, Blair: Article by.
"The Big Green Alcos of Vancouver", Mar79 20
We'd like you to meet . . ., Mar79 57

L

Lamoille Valley Ry. Co.:
Photo Line, Jan79 36
Two fan trips, Sep79 20
"The Last Days of the 'Roarin' Elgin'", Dec77 28
The last RPO *(Markers)*, Dec77 55
Lavonia, Attica & Lakeville, Apr78 16
Leath, Huber, Sep78 21
Lehigh & Hudson River:
C420 No. 27 to GB&W, Sep79 18
Leased RF&P F7's, Mar79 38
Operation update, May78 64
Lehigh Valley R.R., Jan79 27
Lewis, Edward A.: Article by:
"20 Years on the 'Road to Paradise'" Sep78 18
We'd like you to meet . . ., Sep78 57
Lima's Finest? (GS4 4449), Sep78 64
Link, O. Winston, Apr78 60
The Little Rock, Feb78 16
Locomotive 39 Preservation Fund, Inc., Apr78 16
Loewy, Raymond, Jul78 18
Long Island Railroad:
Acquires Milwaukee F7's, Jul78 17
FA at Locust Valley, Feb78 58
4-6-0 35 to BR&W, Apr78 16, Nov78 62
MP15AC on passenger, Feb78 59
New colors, Sep79 18
Louisiana & North West R.R.:
"Louisiana Shortline Sketchbook", Apr78 34
"Motive Power of L&NW and NL&G", Apr78 48
"Louisiana Shortline Sketchbook", Apr78 34
Louisville & Nashville 2-8-2, Jan79 29
Louisville Union Station, Feb78 14
Lykens Valley R.R. Alco S2 No. 1, Nov78 18

M

Madison Railway, Feb78 14
Mad River & NKP Railroad Society:
Acquires *Silver Dome*, Sep78 16
Receives fireless 0-6-0, Dec77 17
Maguire, Steve:
At Hubbard testimonial dinner, Sep79 61
see; *Transit Topics*
Mailer, Stan: Article by:
"Farewell to the First Generation", Feb78 18
Maine Central Railroad:
GP7 572 repainted old maroon*, May79 2
"The Maine Central", Jul78 38
"MEC First Generation Diesels", Sep78 45
"MEC History Highlights", Sep78 44
"MEC Passenger Service" Sep78 46
"MEC Steam Locomotives", Sep78 37
Radio frequency correction, Sep78 62
Snow melter 4-6-4 702, Sep78 61
Maps:
The Apache Ry., Jul79 51; Baltimore's Tractor Trackage, Feb78 51; Brainerd, Minn., Jul79 39; The Camas Prairie, Dec77 18, Feb78 39; CSP First Sub., Feb78 42; CSP Second Sub., Dec77 26; CSP Fourth Sub, Feb78 40; CV Amherst Sub., May78 21; Central Vermont Ry., Mar79 51; May79 39; Chestnut Ridge Ry., May79 51; Chicago Aurora & Elgin, Dec77 28; Chicago: 5:30 p.m., May78 42; City of Prineville Ry., Sep78 34; The Clearwater Country (CSP), Dec77 18; Cumbres & Toltec Scenic R.R., Nov78 30; Denver and Pueblo Details, May78 51; D&M's Mackinaw Division, Jul78 54; Downtown San Antonio (Texas Transp. Co.), Apr78 26; E.F. Dona Teresa Cristina, Sep79 47; The Evergreen F's (BN), Sep79 23; Extra 4449 West, Dec77 47; The Feather River Route, May79 24; Florida's Phosphate Roads, Nov78 51; The Georgetown Loop, Jul79 42; The Gibsland Connection (L&NW, NL&G), Apr78 36; Gibsland, La., Apr78 37; Hodge, La. (NL&G, RI), Apr78 39; Houston Belt & Terminal, Jan79 23; The Joint Line, May78 51; Katy's Oklahoma Sub., May79 46; Kenova, W.Va., Apr78 51; Louisiana & North West details, Apr78 36, 37, 44; MBTA/B&M-South, Apr78 30; New York City (FL9's), Dec77 39; The Pine Tree Route (MEC), Jul78 40; Profile of Sand Patch, Nov78 22; Read & Coates RPO, Sep79 40; Rettburg's Territory (Cal.), Jul78 27; South Shore Line, Nov78 41, Jan79 50; Sperry Rail Cars: May 1978, Jan79 32; Strasburg R.R., Sep78 20; Tucson, Cornelia & Gila Bend R.R., May78 29; UP Pools into Chicago, Apr78 18; Vancouver Island, Sep78 51; Venturing from Vancouver (BN), Mar79 22; VIA's Toronto-Ottawa-Montreal Corridor, Jul79 23; Weems, Ala., Mar79 41; Where FL9's operated, Dec77 38.
Massachusetts Bay Transportation Authority:
CN steam generator cars, May78 16
Commuter update, Sep78 16
F40PH's arrive on D&H, Jan79 65
FP10 1100, May79 19
GO Transit cars and PA update, Nov78 18
Leases D&H PA's, Feb78 14
New colors, Dec77 14
Push-pull update, Jul79 20
"Strangers in South Station", Apr78 29
Massachusetts Central, Whitcomb 401, Jan79 19
McCormack, Doyle, Dec77 46
McKee, Garland, Article by:
"The Katy's Oklahoma F's", May79 45
McMillan Bloedel 2-6-2T, Sep78 48
Mexico:
D&H PA's to Mexico, Jan79 64, Mar79 18
Last D&H C628's to Mexico, Sep79 18
Michigan-California Lumber Co., May78 14
Michigan Northern D&H Sharks, Jul78 16, Sep78 16
Mickey Mouse Amtrak tour, Mar79 18
Midland Resources, Nov78 18
Miller Beer commercial, Sep79 35
Miller, Jay H.: Article by:
Houston's Belt", Jan79 20
We'd like you to meet . . ., Jan79 57
"The Milpitas F's Are Back!", Sep78 28
Milwaukee Road:
Abandonment plans, Nov78 16
"Chicago's New Look", May78 40
Coordination in Iowa, Mar79 16
Declares bankruptcy, May78 14
"Farewell to the First Generation", Feb78 18
F7's sold to LIRR, Jul78 17
F-units *(Markers)*, Feb78 59
Leases units for winter, May78 15
Milwaukee Dept 1948, Mar79 36
Snow plow action, May78 37
Sprint Trains, Sep78 14, 63
"Union Pacific into Chicago", Apr78 18
Minneapolis, Northfield & Southern, Jul79 29
Minnesota, Dakota & Western, Jul79 29
Minnesota Transfer Ry., Jul79 30
Minnesota Western Ry., Jul79 29
Mississippi & Skuna Valley, Jul79 30
Mississippian Railway, Jul79 30
Mississippi Central
Ex-IC 4-6-2 150, Jul78 51
"Short Line Rosters," Jul79 30
Missouri-Kansas-Texas R.R.:
F's at night", May79 67
"Houston's Belt", Jan79 20
"The Katy's Oklahoma F's", May79 45
Pacific 410, Jul79 48
Missouri Pacific:
Bicentennial GP18 1976, Mar79 36
E7's on troop train, May78 3
F in Texarkana turntable pit, Jan79 37
GP15-1 1565, Nov78 42
"Houston's Belt", Jan79 20
Loewy-designed *Eagle*, Jul78 24
2-10-2 1723 in action, Jul79 49
Mobil Chemical (Florida), Nov78 47
Monongahela Ry., Sharks, Nov78 36
Montpelier & Barre, May79 20
Morgan, Gary: Articles by:
"Return of the Georgetown Loop", Jul79 46
"Riding the Loop", Jul79 41
We'd like you to meet . . ., Jul79 60
Morris County Central, Apr78 16
Morrison-Knudsen:
Peabody Coal Geep and mate, Jan79 18
SP TE70-4S units, Jul78 14
TE53-4E's leased to Conrail, Dec77 16
Morristown & Erie R.R., Apr78 16
Moscow, Camden & San Augustine, Jul79 33
Mother's Day, May79 66
"Motive Power of the L&NW and NL&G", Apr78 48
Mountains named for railfans, Sep78 16
Movie trains:
CPR 4-6-0, *You Can't Go Home Again*, Mar79 16
C&TS, *Butch & Sundance—The Early Days*, Sep78 14
C&TS, Miller Beer commercial, Sep79 35
GWR 2-8-0 75, *Centennial*, Mar79 16
NH WS1, *The Brink's Job*, Jan79 18
SR 4501, *Summer of My German Soldier*, Mar79 16
Museum of Science & Technology: See CPR 1201

N

NC&StL 4-8-4 576: See CRR C&O 2716
Nashville Union Station, Jan79 18
National Railway Historical Society:
1977 Roanoke convention, Feb78 14
1978 Inter/Rail '78 convention, Jan79 16
New Haven Railroad:
Comet and Sperry car, Jan79 28
Hammer down on an FL9, Feb78 59
"The Story of the FL9's", Dec77 35
"SW1 painted for *The Brink's Job*," Jan79 18
New Jersey Department of Transportation:
Bayonne Shuttle discontinued, Nov78 18
Grosselfinger's E-unit stripes, Jan79 60
Winter commuter problems, Jul78 16
New Jersey Zinc, May79 49
New York & Lake Erie, Mar79 18
New York Central System:
Detector car X8015, Jan79 60, May79 5
NYC's Mackinaw Division, Jul78 55
"Pine Valley, Mallets and No. 8 Coal", Jan79 38
USRA 2-8-2 1871, Mar79 39
New York Metropolitan Transportation Authority:
Acquires D&H coaches, Sep78 16
"The Story of the FL9's", Dec77 36
New York Susquehanna & Western, Sep78 33
Nezperce & Idaho, Feb78 45
Nezperce Railroad:
"The Nezperce Railroad", Feb78 44
Markers, Apr78 61
Nickel Plate Raod:
Loewy FM H10-44, Jul78 23
"Pine Valley, Mallets and No. 8 Coal", Jan79 38
2-8-4 759 on D&H freight, Jan79 36
Norfolk & Western:
Attacked by rooster, Jul78 65
BRAC strike, Jan79 16
"Chicago's New Look", May78 40
CSX merger considerations, Jul79 20
Dillonvale today, Jan79 63
"Kenova and Coal", Apr78 50
Mr. Link's gas pump, Apr78 60
North Fork, W.Va., Jan79 63
Red SD40-2 6175, Nov78 19
Status of Wabash F's, May78 14
"Union Pacific into Chicago", Apr78 18
Norfolk, Franklin & Danville, Sep79 34
Norfolk Southern, Nov78 37
North Carolina Railroad Museum, Sep78 17
Northern Pacific:
"The Big Green Alcos of Vancouver", Mar79 20
"The Evergreen F's", Sep79 22
"Steam on the Camas Prairie", Feb78 45
North Louisiana & Gulf:
"Louisiana Shortline Sketchbook", Apr78 34
"Motive Power of the L&NW and NL&G", Apr78 48
Northwestern Pacific, May78 14
Northwestern Steel & Wire Co., Mar79 35
Norwood & St. Lawrence, Nov78 34
Not on the Wheel Report:
Explain things, Jul79 62; Fellows sleep, May79 62; Forgot coal, Sep79 62.

O

Oates, Joseph L.:
Article by: "The Creatures of Bone Valley" Nov78 47
We'd like you to meet . . ., Nov78 56
Ontario Rail Association, Nov78 35
On the Twentieth Century, Sep79 61
Orange Belt Route, Apr78 16
Oregon, California & Eastern, Nov78 19
Oro Dam Constructors, May79 34
Osage Railroad, Decapods, Sep78 24

P

Paducah Shop: See ICG
Palmer, Jerry: *We'd like you to meet . . .*, May78 57
Panama:
Mogul 201 on MC&SA, Jul79 33
Mogul 299 to Paterson, N.J., Sep79 20
Panza, Jim: Articles by:
"Chicago's New Look", May78 40
"Union Pacific into Chicago", Apr78 18
Paterson, N.J.:
Acquires Panama Mogul 299, Sep79 20
0-4-0T for museum, Mar79 18
Peabody Coal:
Baldwin update, Apr78 4
M-K Geep and slug for Randolph, Jan79 18
Pearl Beer, Apr78 25
Penn Central:
"Horse-Era Railroading at Harborside", Feb78 50
The last RPO, Dec77 55
"The Story of the FL9's", Dec77 36
"Strangers in South Station", Apr78 29
Pennsylvania Railroad:
Baldwin Sharks and 2-8-0, Nov78 37
"Doodlebug RPO", Sep79 38
"Raymond Loewy Rediscovered", Jul78 18
Pennpacker, Bert: Article by:
"Doodlebug RPO", Sep79 38
We'd like you to meet . . ., Sep79 57
Pickens, R.R., Nov78 18
"Pine Valley, Mallets and No. 8 Coal", Jan79 38
Pinsly, Samuel M., Dec77 16
Pinto Island Metals, Apr78 16
Pittsburgh & Lake Erie, Jul79 20
PMI test vehicle, Sep79 18
Poor, Mac C., Sep78 16
Portland Terminal Co.: See Maine Central
Product Reviews:
Dining car china, Private Car Ltd., Sep78 9; Guy Dunscomb photos, Concept Classic, Mar79 10; M.M. Associates belt buckles, Jul78 7; *Rail Baron* game, Avalon Hill, Jan79 11; Ron Hatch paintings, Triangle, Dec77 9; Scanner radio service, Southwest Electronics, Jan79 10.
Providence & Worcester:
Buys MEC RS3, May78 14
New B23-7 2201, Nov78 19
Pullman Company, Jul79 21, Sep79 36

Q

Quarter Horse (Faur), Sep78 17

R

The rail fan, Sep78 66
RAILFAN acquires *Railroad:*
Editorial, Mar79 3
Hubbard testimonial dinner, Sep79 61
Markers, Mar79 61, May79 61
"The *Railroad* Heritage", Sep79 32

Railfanning is:
Berkshire vs. Mountain, Mar79 8; Dutch door, Jul78 63; Enjoying yellow 4-8-4, Nov78 10; Fall colors, Jan79 4; Five-unit set, Apr78 5; GG1 4935, Dec77 7; Joint Line, May78 8; Kodachrome 64 or 25, May79 4; Panicky over RS1, Jul79 9; Professional iconoclast, Feb78 6; Royal Hudson, Sep79 14; Slide session, Sep78 4.
"The *Railroad* Heritage" Sep79 32
Railroad Magazine: See RAILFAN acquires *Railroad*
Rail Tours, Inc.: See CPR 4-6-0 972
Railway Postal Service: Apr78 15, Sep79 38
Last RPO (NY&Wash), Dec77 55
"A Rainy Day on the North End", Mar79 54
"Raymond Loewy Rediscovered", Jul78 18
Reader Railroad, Apr78 16
Reading Company:
Alcos at Allentown, Jan79 37
"Doodlebug RPO", Sep79 38
FP7 900 at Outer Station, Jul78 61
Reading Shop (Chessie 2101), May78 34
Recording Reviews:
Accent on Steam, Vol. 1, Arkay, Jul79 15; *Challenge of the Grades*, Custom Steam, Nov78 14; *Emergency Stop!*, Adventures in Sound, Nov78 13; *Mainline to Panther*, Link, Jan79 15; *PRR 4935 and CN 6060*, Custom Steam, Apr78 12; *Sixteen Slips*, Menkle, Feb78 12.
Reforger 77, May78 14
Regional Transportation Authority (Chicago):
"Chicago's New Look", May78 40
F40PH roster, May78 46
First F40PH's, Feb78 16
Re-equips GM&O/ICG "Plug", Jan79 18
Reich, Sy: See "Short Line Rosters"
"Results of the Reader Survey, Feb78 37
Rettberg, Bill: Article by:
"Western Vacation", Jul78 26
We'd like you to meet . . ., Jul78 57
"Return of the Georgetown Loop", Jul79 46
Richmond, Fredericksburg & Potomac, Mar79 38
"Riding the Loop", Jul79 41
Rio Grande Zephyr: See D&RGW
Rockford Rail Days, Feb78 14
Rock Island Lines:
Bankruptcy status, Jan79 18
"Chicago's New Look", May78 40
E6 630 Foundation Dec77 14
FA 153 at Lawrence, Kansas, May78 38
Fiat rail car, May78 43
First RTA F40PH's, Feb78 16
Geeps at Fordyce, Arkansas, Apr78 58
"Houston's Belt", Jan79 20
"The Joint Line", May78 47
"The Katy's Oklahoma F's", May79 45
The Little Rock, Feb78 16
"Louisiana Shortline Sketchbook", Apr78 34
The "Rock", Dec77 57
Snowplow action, May79 21
"Union Pacific into Chicago", Apr78 18
Rogers Loco Works Museum: See Paterson, N.J.
Rosters:
Agrico, Nov78 48; Apache Ry. diesels, Jul79 51; Borden Chemical, Nov78 49; Brewster Phosphates, Nov78 50; BN's Vancouver Alcos, Mar79 24; CPR G5 Pacifics, Mar79 32; CV Diesels, Mar79 50; CV Motor Cars, May79 37; CV Steam 1945-1960, May79 35; CSS&SB, Jan79 53; Comparison of 2-10-4's, Feb78 31; C&TS, Nov78 31; E.F. Dona Teresa Cristina, Sep79 47; Gardiner, Inc., Nov77 51; W.R. Grace, Nov78 52; HB&T, Jan79 25; IMC, Nov78 53; L&NW, Apr78 49; MEC Diesels, Jul78 42; MEC "Independence Class" U18B's, Jul78 42; MEC Steam, Sep78 38; MN&S, Jul79 29; MD&W, Jul79 29; Minnesota Transfer, Jul79 30; Minnesota Western, Jul79 29; M&SV, Jul79 30; Mississippian Ry., Jul79 30; Mississippi Central, Jul79 30; Mobil Chemical, Nov78 54; NL&G, Apr78 49; Portland Terminal Diesels, Jul78 42; PTCo. Steam, Sep78 38; RTA F40PH's, May78 46; Sperry Rail Cars, Jan79 31; Swift & Co., Nov78 55; WP 1979, May79 26.
Rowland, Ross: See *Chessie Steam Special*
Rudinsky, Mike:
We'd like you to meet . . ., May78 57
Russian Decapods, Sep78 62
Rutland R.R., May79 42

S

Sacramento Northern, Sep79 33
St. Johnsbury & Lamoille County:
Beebe photo of 2-8-0's, May79 33
Geeps to Hillsdale County, Jan79 18
See also: Lamoille Valley R.R.
St. Louis-San Francisco Ry., Feb78 14
St. Louis Southwestern Ry., Apr78 34, 58
Sanders, Dale: Article by:
"WP's Third Subdivision", May79 22
We'd like you to meet . . ., May79 60
"Sand Patch!" Nov78 20
Schmidt, Bob: Article by:
"The Last Days of the 'Roarin' Elgin'", Dec77 28
We'd like you to meet . . ., Dec77 53
Seaboard Air Line:
"Dutchland Decapod", Sep78 24
Markers, Sep78 62
Seaboard Coast Line:
Baldwin RS12's to OC&E, Nov78 19
BQ23-7 5132, Mar79 15
Chessie-SCL merger: See Chessie System, CSX Corp.
E3 501 in Denver", May79 2
Family Lines colors, SDP35, Dec77 60
GP7 929 at Johnson Rail Service, Mar79 18
MP15AC's, Jul78 60, Nov78 57
Southern Pacific-SCL merger, Apr78 14, Nov78 18
SP supports CSX merger, May79 20
U36B's and Mate on NWP, May78 14
Seashore Trolley Museum, Sep79 51
"Seven Canadian Pacifics, Mar79 28
Shamrock Coal, Jul79 20
Shaughnessy, Jim: Article by:
"Extra 454 South", May78 18
Shaver, Carl: Article by:
"Kenova and Coal", Apr78 50
We'd like you to meet . . ., Apr78 57
"Short Line Rosters" by Sy Reich:
Minneapolis, Northfield & Southern, Jul79 29; Minnesota, Dakota & Western, Jul79 29; Minnesota Transfer, Jul79 30; Minnesota Western, Jul79 29; Mississippi & Skuna Valley, Jul79 30; Mississippian Ry., Jul79 30; Mississippi Central, Jul79 30.
Short line Santa, May78 16
Sierra Railroad, Jul79 32, 62
Silver Dome, Sep78 16
Soo Line:
Leases SR and DM&IR units, Jul78 17
Orders GP38-2's, Jan79 18
South Branch Valley Rail Road:
Begins operation, Mar79 18
Markers, Jan79 65
MRS1 No. 28*, Sep79 2
State ownership proposed, Sep78 14
Virginian colors abandoned, Nov78 18
South Central Tennessee R.R., Nov78 18, Jul79 50
South Eastern Coal Co., Jul79 21, Sep79 2
Southeastern Michigan Trans. Auth., Nov78 19
Southeastern Pennsylvania Trans. Auth.:
FP7 4372 in SEPTA colors, Jul78 61
MP54's at Westtown, Pa.*, Sep79 2
Snowplows at night, Jul78 52
Southern Pacific:
Altamont Pass abandonment, Jul79 20
"4449: Homeward Bound", Dec77 46
GP40X 7200 in Chicago, May78 15
GS4 4449 in 1956, May79 33
"Houston's Belt", Jan79 20
Leased BN SD40-2, Sep78 33
M-K TE70-4S units in new colors, Jul78 14
Pool power on The Joint Line, May78 49
RS32's at Chrome Crankshaft, Sep79 18
SCL-SP merger, Apr78 14, Nov78 18
S6's to Winchester & Western, Sep79 18
Supports CSX merger, May79 20
Tests SCL U36B's and Mate, May78 14
West Coast with 4-8-2, May78 36
"Western Vacation", Jul78 26
Southern Railway:
Asheville train and 4501, May79 47
CSX merger considerations, Jul79 20
"Four Sections of Number Nine", Mar79 40
ICG-SR merger, Nov78 18, Jul79 20
Kentucky Derby Special, Dec77 14, Sep79 18
SD24's leased to SOO, Jul78 17
Southern Crescent:
Derails in Virginia, Mar79 15
Discontinuance hearings, Nov78 16
Last run as SR train, May79 20
Steam locomotives:
2-8-0 722, Jul79 18, Sep79 21
2-8-2 4501, Dec77 14, Apr78 60, Mar79 16
2-10-4 610 on Rat Hole, Dec77 14
Royal Hudson 2839: May79 18, Jul79 19, Sep79 21
Season predictions for 1979, Jan79 60
Steam update, Jul79 18
"Tales of a Lanky Texan" (610), Feb78 26
The Spectator, William S. Young: Dec77 13
Sperry Rail Service: Jan79 27, 61; May79 5
Spokane International, May79 32
Spokane, Portland & Seattle:
"The Big Green Alcos of Vancouver", Mar79 20
"The Evergreen F's", Sep79 22
SPV-2000, May78 16, Mar79 16
"Steam on the Camas Prairie", Feb78 45
Steamtown U.S.A.: Apr78 14, Mar79 28,62, Jul79 18
"The Story of the FL9's", Dec77 36
"Strangers in South Station", Apr78 29
Strasburg Rail Road:
"Dutchland Decapod", Sep78 24
"20 Years on the 'Road to Paradise'", Sep78 18
Visited by GG1 4935, Apr78 17
Sullivan, Todd: Articles by:
"The Camas Prairie", Dec77 18
"The Nezperce Railroad", Feb78 44
We'd like you to meet . . ., Dec77 53
Sumpter Valley, Dec77 16
Swift & Co. (Florida), Nov78 47

T

"Tales of a Lanky Texan", Feb78 26
Tennessee Central, Nov78 36
Tennessee Valley Railroad Museum: Jan79 16, Jul79 20
Texas State Railroad, Sep78 14
"The Texas Transportation Co.", Apr78 25
"There's Still an Interurban in Indiana", Nov78 38
Thurmond, W.Va., Jan79 63
"Tracking the South Shore", Jan79 47
Trailer Train, Mar79 18
Transit Topics, by Steve Maguire:
Arden Trolley Museum, Sep79 37; Baltimore Streetcar Museum, Jul79 37; Sep79 37; BART, Jul79 36; Boeing Vertol, May79 56; Boston PCC's to New York City, Sep79 37; CTA, May79 56, Jul79 36; Chicago's Loop, Sep79 36; East Troy Trolley Museum, Sep79 36; Illinois Railway Museum, Jul79 37; ITC PCC's on Shaker Heights, Jul79 37; Indiana Museum of Transport & Comm., Jul79 37; L.A. "Sowbelly" car, Sep79 37; L.A. transit plans, Sep79 37; MBTA, May79 56; Mexico City, Sep79 37; Northern Ohio Railway Museum, Jul79 37; Orange Empire Railway Museum, Sep79 37; PATH responds to BART fire, Sep79 36; Philadelphia LRV's, May79 56; Pullman leaves business, Sep79 36; Shaker Heights, May79 56; San Francisco MUNI LRV's, Jul79 37; S.F.MUNI update, Sep79 36; SEPTA, May79 56; SEPTA LRV's, Jul79 36; SEPTA 69th St. rehabilitation, Sep79 37; [illegible] PCC's return to Cleveland, May79 56; Urban Transportation Development Corp TV-1 test vehicle, Jul79 37, Washington Metro, Sep79 36, Waterfront Electric Railway (Toledo), Jul79 37.
Trilby, San Antonio & Cypress: See Orange Belt
Tucson, Cornelia & Gila Bend R.R., May78 28
Turner, Robert D.: Article by
"Vancouver Island Today", Sep78 49
We'd like you to meet . . ., Sep78 57
"20 Years on the 'Road to Paradise'", Sep78 18
"The 2-10-4's of Tubarao", Sep79 44

U

Underwater railfanning, Jul79 61
"Union Pacific into Chicago", Apr78 18
Union Pacific Railroad:
Cajon Pass, Jan79 34
"The Camas Prairie, Pt. 1", Dec77 18
"The Camas Prairie, Pt. 2", Feb78 38
CTC on main line, Feb78 16
C&NW-UP pool trains, Jul78 4
4-8-4 8444 to Omaha, Sep79 20
GP9 245 wrecked, Feb78 17
GP30's with D&RGW F7 on ICRR, Apr78 59
Largest locomotive order, Sep79 18
New C30-7's, Nov78 19
Restoration of 4-6-6-4?, Jul79 21
SD40-2 at Summit of Alleghenies, Nov78 60
SD45's renumbered, Jan79 18
"Steam on the Camas Prairie", Feb78 45
They CAN handle it!, Mar79 64
"Union Pacific into Chicago", Apr78 18
"Western Vacation", Jul78 26
Union Railroad, Sep79 18
United States Sugar, Mar79 18

V

Valley Railroad:
Acquires Aberdeen & Rockfish 2-8-2, Apr78 16
Steams A&R 2-8-2, Nov78 17
"Vancouver Island Today", Sep78 49
VIA Rail Canada:
CPR units in VIA colors*, Jul79 2
FP9 at Brockville*, Jul79 67
Orders LRC's, Apr78 14
Takes over CN passenger operations, Jul78 14
Turbo burns, Sep79 20
"VIA Brockville", Jul79 22
Viva VIA!, Jul79 64
Virginia & Maryland, May78 16
Volkswagen, Pennsylvania plant, Apr78 14

W-X

Wabash Railroad:
0-6-0 556, Jul79 47
Train Masters at Valley City, May79 32
"What Happened when 2906 Overtook 2821", Dec77 33
Wabash Valley R.R., GP7 4102, Sep78 32
Washington Terminal, Sep78 16
We'd like you to meet . . .:
Marc S. Balkin, Jul79 60; Clovis Butterworth, Nov78 56; Ron Cady, Jul79 57; Casey Cavanaugh, Dec77 53; Chris D'Amato, May78 57; Tom DeJoseph, Jan79 57; Mike Eagleson, Sep79 57; Charles Felstead, Mar79; 57; Henry R. Griffiths, Jr., Feb78 57; Scott Hartley, Mar79 57; Herb Harwood, Feb78 57; Gene Huddleston, Apr78 57; Ronald N. Johnson, Jul78 57; Dr. Donald R. Kaplan, Nov78 56; Bob Karsten, Apr78 57; Ronald W. Keller, Jul79 60; Chuck Killian, May79 60; Blair Kooistra, Mar79 57; Ed Lewis, Sep78 57; Jay H. Miller, Jan79 57; Gary Morgan, Jul79 60; Joseph L. Oates, Nov78 56; Jerry Palmer, May78 57; Bert Pennypacker, Sep79 57; Bill Rettberg, Jul79 57; Mike Rudinsky, May78 57; Dale Sanders, May79 60; Bob Schmidt, Dec77 53; Carl Shaver, Apr78 57; Todd Sullivan, Dec77 53; Robert D. Turner, Sep78 57.
Weems, Alabama, Mar79 40
Western Forest Industries, Sep78 48
Western Maryland Ry.:
Black F7 7153, Sep78 31
Red F7 7151 at night, Apr78 15
RS3 195 to B&O Museum, Sep79 18
Western Pacific:
F3 801-A on Oro Dam R.R., May79 34
F7 913 on North Fork bridge, Jul79 31
GP40 and U23B in new colors*, Jul79 2
"The Milpitas F's Are Back!", Sep78 28
San Jose F7's *(Markers)*, Dec77 56
SP Altamont Pass abandonment, Jul79 20
WP Industries to sell railroad, Apr78 16
"WP's Third Subdivision", May79 22
"Western Vacation", Jul78 26
"What Happened When 2906 Overtook 2821" Dec77 33
Wheeling & Lake Erie R.R., Jan79 38
Whistle in the Woods, Ga., Dec77 16
White Pass & Yukon, Dec77 16
White Mountain Scenic R.R., Jul79 59
Whitewater Valley Scenic R.R., Apr78 16
Winchester & Western R.R., Sep79 18
Winters, Charles E., Jul79 47
Wiswell, Glenn: Article by:
"Collecting Date Nails", Mar79 43

Y

Yager, Dick: Articles by:
"Firing the Southern's 2-10-4", Feb78 29
"4449: Homeward Bound", Dec77 46
Young, J.J., Jr.: Article by:
"Pine Valley, Mallets and No. 8 Coal", Jan79 38
Young, William S.: *The Spectator*, Dec77 13

Z

Zimmermann, Karl: Article by:
"Raymond Loewy Rediscovered", Jul78 18

Index compiled by Jim Boyd.

PHOTOGRAPHY: PHILIP R. HASTINGS

Weekend in Houston: 1948

Steam and diesel eras overlapped in July 1948. **by Philip R. Hastings**

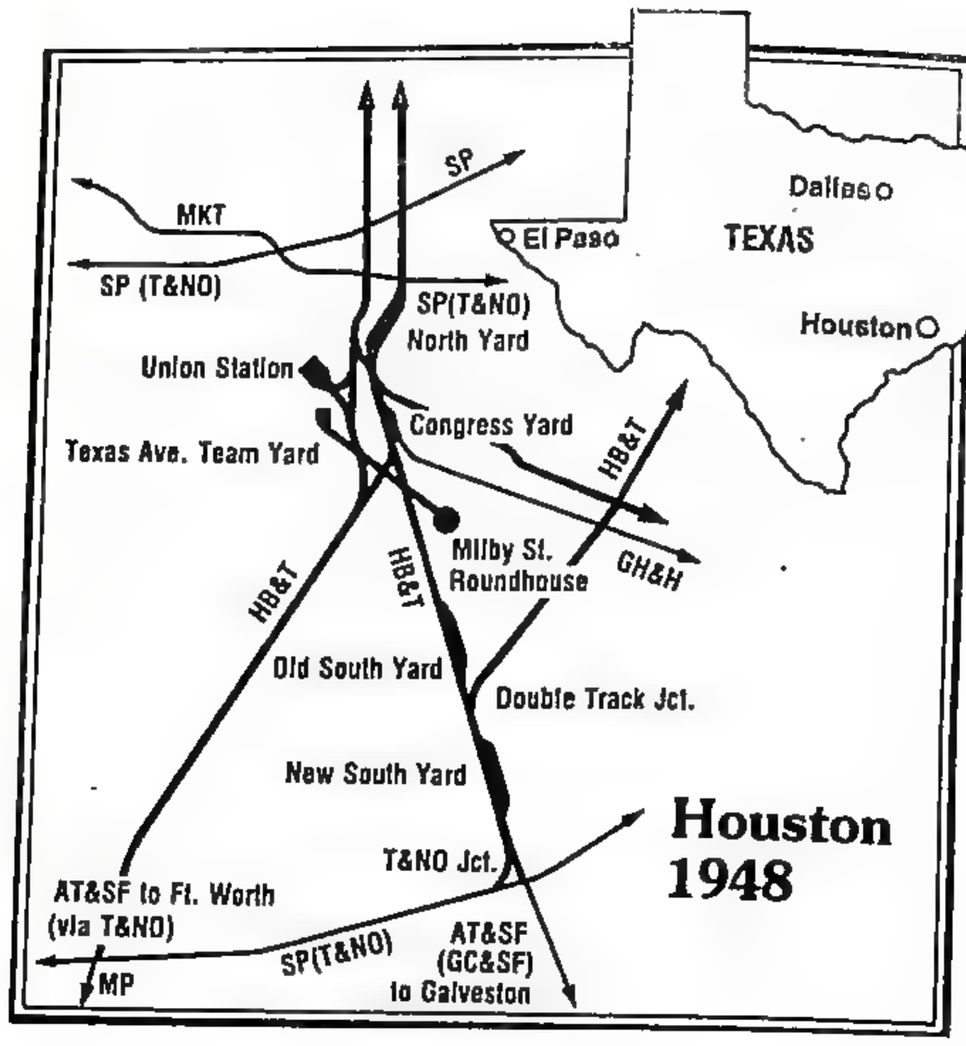
THE WARM MORNING of July 24, 1948, finds the HB&T "Hurdy" ready to leave for New South Yard alongside the streamlined Sam Houston Zephyr, *which will depart for Dallas at 9:00 a.m. 0-6-0 No. 3 is a Baldwin veteran of the Class of 1909.*

It was one of those opportunities to be taken advantage of. Midway through medical school in Vermont, the Army Medical ROTC program called for this particular student to spend six weeks summer camp at Fort Sam Houston in July 1948. To an already hard-bitten railfan photographer with pictures in *Railroad* and a feature on the StJ&LC in *Trains* already accomplished, Houston was one big and inviting opportunity.

The Second World War was just over and the country was beginning to enjoy the benefits of a peacetime economy again. The train was *the* established way to travel, but getting from the base into downtown Houston, any soldier could hitchhike a ride. My trip involved my first 80-m.p.h. highway speeds when I hitched a ride with a guy who had a brand new post-war car.

The first morning's activity on July 24, 1948, was at Houston Union Station, where, alongside the gleaming stainless steel *Sam Houston Zephyr*, sat a wooden coach of what must have been Civil War vintage coupled on behind a slide-valved 0-6-0 with a slope-back tender. The "Hurdy" transported Houston Belt & Terminal employees out to New South Yard, and it was perfect transportation for a railfan to get out where the action was: the tower at T&NO Junction south of the yard.

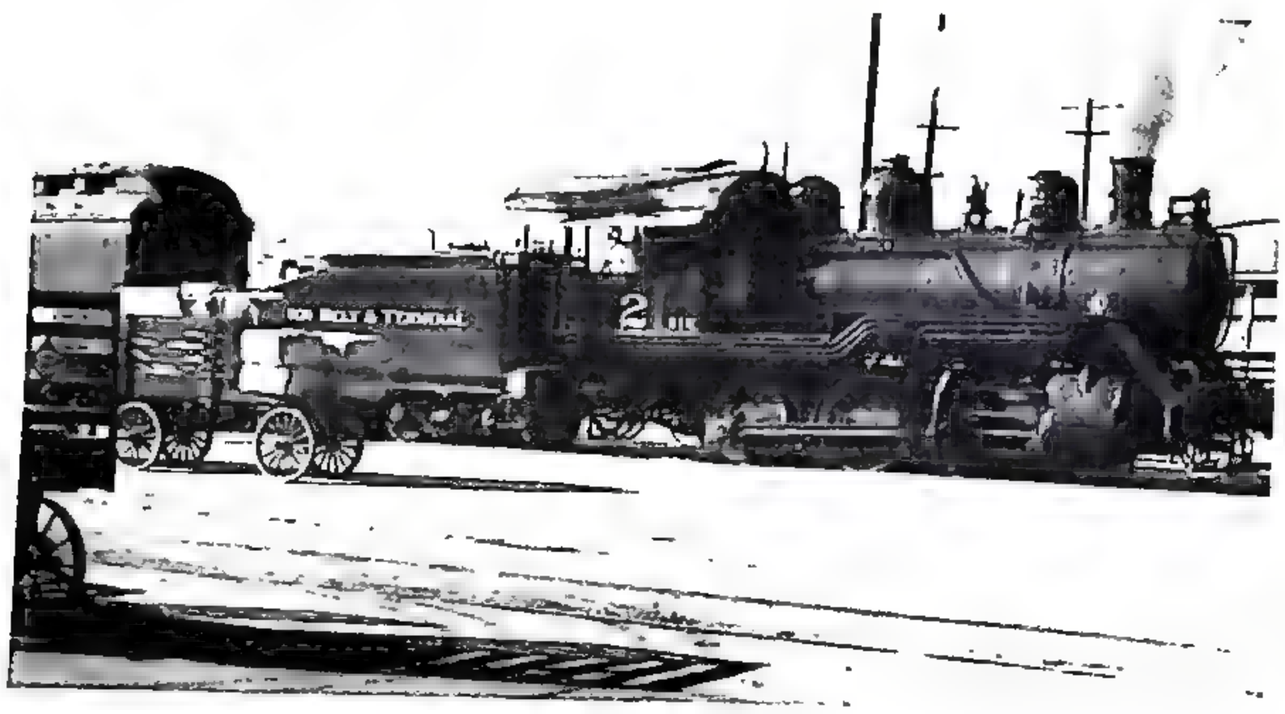
The photos on these following pages tell the story of that weekend far better than I could attempt at a typewriter.



TWO YOUNG SWITCHMEN prefer the air conditioned rear end beam of No. 3's bobtail tender to the spartan accommodations of the ancient coach for the four-mile ride from Union Station to New South Yard. There seems to be a bit of a crowd around the deckless cab of the 0-6-0, as well. A short walk from New South Yard is Tower 81 at T&NO Junction. A northbound MoP Gulf Coast Lines work extra is entering HB&T trackage off the Gulf Coast & Santa Fe behind MoP 2-8-0 1023. New South Yard is behind the photographer. Tower 81 handles about 85 trains a day, only 13 of which are on the T&NO.

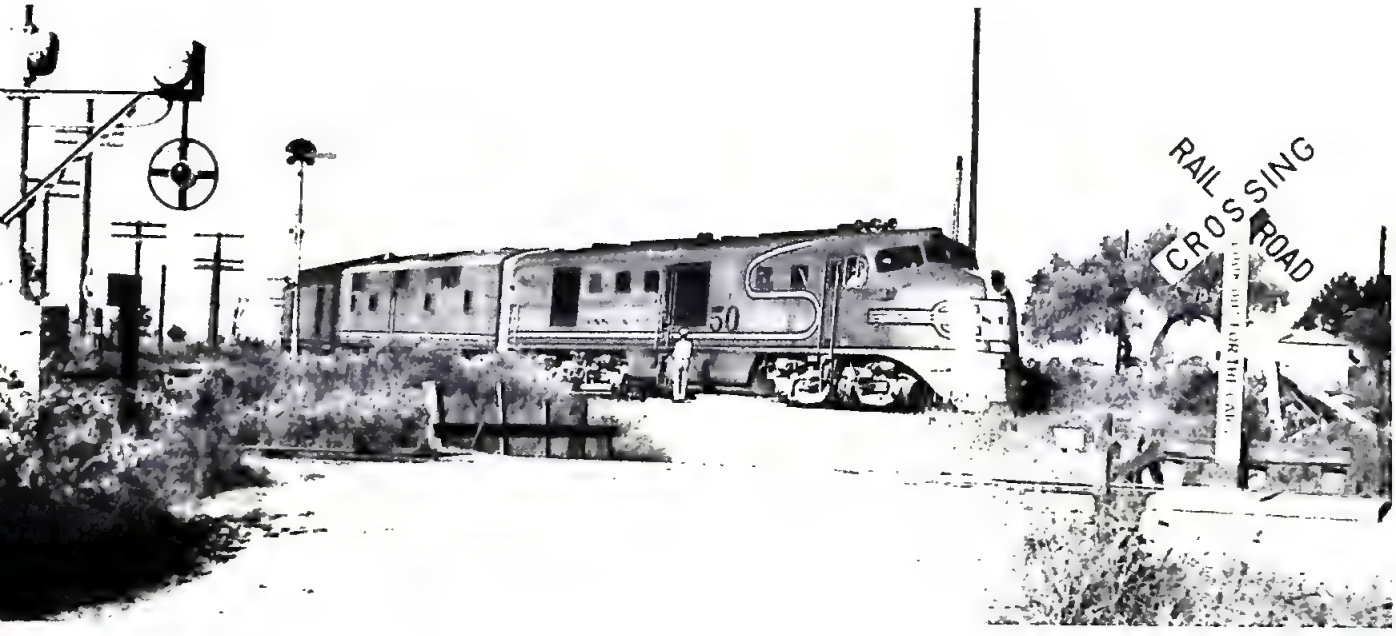
IN THE IMAGE of a Lucius Beebe wedge, elderly Santa Fe 4-6-2 1293 highballed through T&NO Junction (top left) *with a hot transfer up from Galveston. A short while later it caboose-hopped back home at a more leisurely pace* (above). *That mule-end caboose on archbar trucks matched the Pacific in antiquity. Compare the Santa Fe image with the timeless modernity of the basic USRA 0-8-0 as exemplified by St. Louis, Brownsville & Mexico (MoP) 9762 working New South Yard* (top right). *A more vintage StLB&M switcher, 0-6-0 9314, has drawn the afternoon shuttle trip of the "Hurdy" back to Union Station.*

ROCK ISLAND'S Twin Star Rocket *departed for Minneapolis behind an E7 at 5:00 p.m. as an HB&T 0-6-0 worked a MoP consist. A new Santa Fe PA/PB set backed the southbound* Texas Chief *into the depot as the sun was setting at 7:00 p.m. (standard time, remember).*



DUSK AT UNION STATION finds the engineer of MoP 4-6-2 1152 oiling around with his torch, getting ready for the 9:45 p.m. departure of Train 15, the overnight Pioneer *to Brownsville* (above). *MoP E7 7009, in from Brownsville on daylight local No. 12, couples onto Pacific 6414 in from New Orleans on No. 3, the* Orleanean. *The two engines will now run together to the HB&T's Milby Street Roundhouse for servicing.*

SUNDAY MORNING at the south end of New South Yard finds Pacific 1154 wheeling MoP No. 16, the northbound Pioneer, *in from Brownsville and heading for a 7:30 arrival at Union Station.*



THE SANTA FE uses the T&NO track westward from T&NO Jct. to Richmond, Texas, and the southbound Ranger *from Chicago is rounding the west wye behind the system's only Alco DL109, paired up with an E7 booster. After spending the night in Galveston, PA/PB set 71A&B head west around the same wye with the outbound* Texas Chief *headed for Dallas and Chicago. MoP 0-8-0 9761 simmers at right awaiting clearance from Tower 81.*

HIGHBALLING FOR GALVESTON, the Ranger's *DL109 bangs across the T&NO and charges south on the GC&SF. A few minutes later, Pacific 3416 rounds the wye and opens up westward with No. 66, the* California Special, *with stack extension up.*

OPERATOR LESLIE BEECHING has spent 26 of his 35 years on the T&NO at Tower 81, so there's no mystery to the levers as he sets the order board for MoP Mike 1201 on an extra freight south. Santa Fe heavy Mikado 4028 has entered Tower 81's plant to back onto the lead of New South Yard to pick up a southbound freight. When everything is together, the 4028 makes a spectacular departure (below) *for Galveston when the crew opens both boiler blow-down valves simultaneously. Things are much more dignified as a one-year-old set of MoP F3's arrives off the GC&SF main* (left) *and heads into New South Yard. Well, it's time to get back to Fort Sam Houston for another week of armying.*

THE NEXT WEEKEND was spent at SP's Grand Central Station with two sections of the Argonaut. *4-8-2 701 had First 5 while Pacific 630 had charge of Second 5. The* Sunbeam *scampered through Tower 13 at Eureka behind streamstyled 4-6-2 650, making the 264-mile run to Dallas in 4½ hours.* ⋐

Transit Topics

YOUR EDITOR was pleased to learn of his recent election to *The Traction & Models Hall of Fame* at the recent Philadelphia East Penn Trolley Meet. According to Vane A. Jones, publisher of *Traction & Models* magazine, to qualify for the award a person must have exhibited leadership in the field of traction hobbies for more than 25 years, in various fields of the hobby and in more than a local geographic area.

In presenting the engraved plaque representing the award, Vane Jones noted, "On behalf of all of us, thanks again for devoting as much of your time and effort and skill and knowledge toward making the model and traction field as interesting and enjoyable as it is today."

WASHINGTON Metropolitan Transit Authority's Metro system, now operating some 30 miles of rapid transit lines between the nation's capital and its suburbs, has been selected as the Outstanding Civil Engineering Achievement of 1979 by the American Society of Civil Engineers at its recent National Convention in Boston.

The designation—the top honor given to any project—was based on outstanding engineering accomplishments and includes underpinning of monumental historic buildings in the capital, commuter control of ticketing and train operations, pioneering in rail/bus/auto interfacing at suburban stations, new tunneling procedures, stations that are among the world's most beautiful and extraordinary efforts to reduce train noise levels.

CHICAGO'S elevated Loop may yet be saved! This news comes from Steve Scalzo, Park Forest, Ill., who tells us that as the result of an agreement between Illinois Governor Thompson and Chicago Mayor Byrne to scrap plans for the subway beneath Franklin Street, a transfer of $400 million in federal money is now available for other projects. The Franklin Street subway had been intended to replace part of the Loop elevated, enabling sections of it above Wells and Van Buren streets to be torn down.

Mayor Byrne has now commissioned a group of architects including Harry Weese, one of the nation's leading transit architects, to decide what should be done with the structure. Considerations include a $40 million rehabilitation with rebuilt stations; an even more extensive rehabilitation to include moving supporting piers from the streets, building covered pedestrian walkways and station rehabilitation; and, finally, a completely new elevated on nearby streets at a cost of between $200 and $250 million.

CANADIAN provinces of Ontario and Quebec have joined in an effort to develop a modern streetcar—light rail vehicle, if you prefer—that will meet the specifications of future orders and can be produced at a cost competitive with foreign builders. This was brought about by the fact that the Budd Company, the only U.S. carbuilder left in the business, is so filled with orders that it can't promise deliveries for several years.

The new Canadian vehicle will be articulated and 25 feet longer than the present Canadian Light Rail Vehicles (CLRV's) now being built in Switzerland. Ontario's Urban Transportation Development Corporation will design the car, while Bombardier, Inc., of Valcourt, Quebec, will manufacture it. Testing will be done at the UTDC test track in Kingston, Ontario. Total development cost will be $4.4 million, with the Quebec government paying $2.4 million, UTDC $1.4 million and Quebec $600,000.

Ironically, two years ago the Ontario Cabinet rejected the same Quebec firm's low bid on a new streetcar contract worth almost $40 million to supply the Toronto Transit Commission with 196 new streetcars—the CLRV's. That contract went to Hawker Siddley Canada, Ltd., of Thunder Bay at $2.4 million more than the Bombardier tender. The government said then that it decided in favor of the Hawker Siddley bid to sustain industry in northern Ontario. At the time, the decision caused a storm of controversy with some politicans saying Ontario was playing into the hands of the Quebec separatists. The issue received a lot of play in the Quebec newspapers.

According to the *Toronto Globe & Mail*, development of the new vehicle will take 21 months, and the cars will be built in Canada, not in Switzerland as are the present CLRV's for Toronto. It is hoped the new product can be ready when bids for new equipment are made for such U.S. cities as Buffalo, Pittsburgh and Portland. It's too late for San Diego, already!

PULLMAN has left the field of transit car construction, but its last big order—that of 754 cars of the R-46 type for the New York Transit Authority—continues to cause problems because of cracks that have appeared in some of the trucks since they were first put into service in March 1975, according to the *New York Daily News*. The trucks were cast at the Rockwell International Foundry for Pullman, and with more than 100 cars out of service due to alleged cracks on the truck frames, the *Daily News* reports that the City is instituting action against the builders.

The first truck failure in actual service was in March 1977, and regular inspections have been carried on since then. Although there are additional serious allegations made in the *Daily News* story that we have not confirmed, Rockwell and Pullman contend that the truck failures are due to the poor condition of the New York subway tracks.

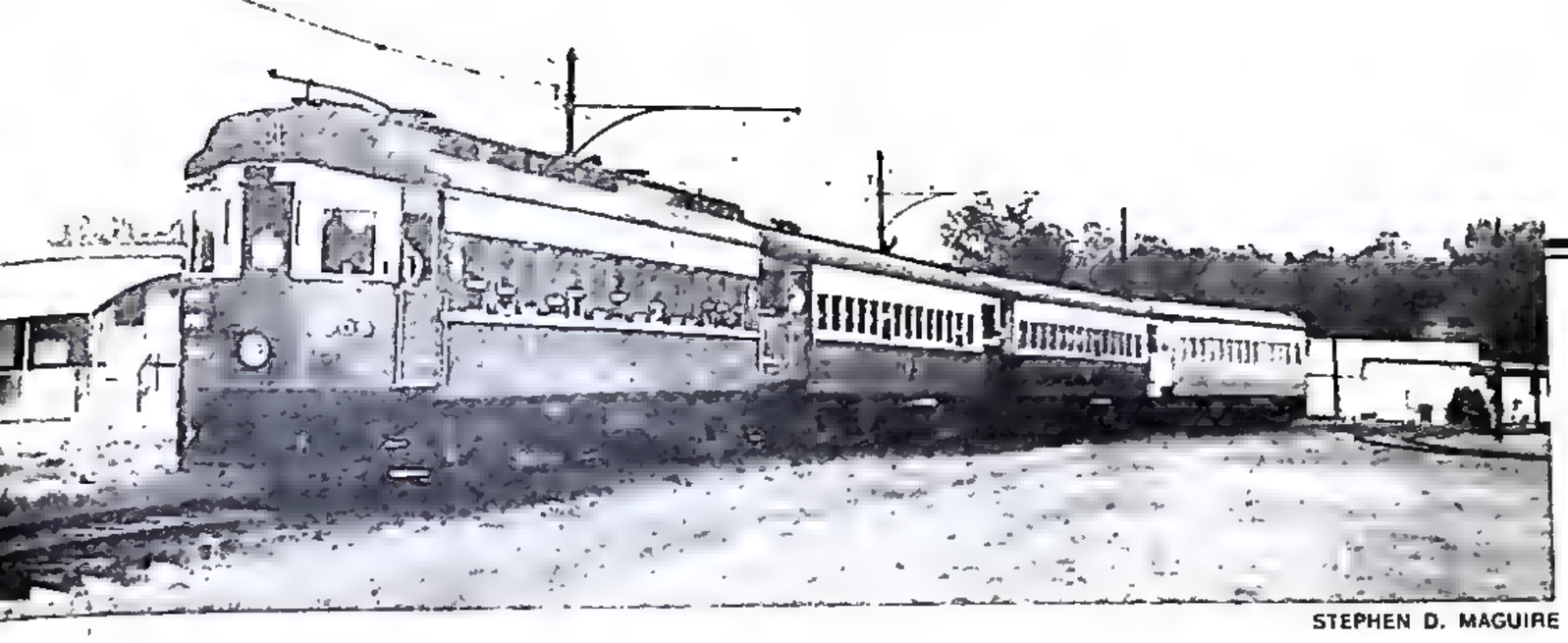
WHEN Niagara Frontier Transportation Authority held groundbreaking ceremonies for its 6.4-mile Light Rail Transit line at Buffalo, N.Y., in the spring, many thought that this would be the first new light rail line to commence running in the U. S. in many years, despite the time-consuming job of construction that includes 3½ miles of tunneling through solid rock along its route. Now there's another candidate for first new light rail operation, Metropolitan Transit Development Board of San Diego, California, which is now engaged in building a 16-mile light rail line from San Ysidro, at the Mexican border, northward to San Diego, where it will run on downtown streets to its terminal.

In earlier years there was talk of a BART-type rapid transit system for San Diego, however, the $5 billion price ruled that out. Then came a tropical storm in August 1977 that washed out sections of the San Diego & Arizona Eastern Railway. This line ran south from San Diego to Mexico and westward to the Imperial Valley, but the damage was so extensive that its owner, Southern Pacific, applied for abandonment of the route. MTDB seized the chance to obtain the existing right-of-way through a populous area south of the city to the Mexican line, adjacent to Tijuana, a city of 800,000 persons. Negotiations with SP led to purchase of this portion for $18 million—a mere pittance compared to cost of buying right-of-way and building new tracks.

In our column in the December 1978 *Railroad* we gave details of the San Diego project, but few were aware of it until the *Los Angeles Times* featured the story with headlines, "L.A.'s 'Big Red Cars' Are Coming Back—to San Diego." This story was later carried in newspapers across the United States.

Already, more than half of the construction contracts have been awarded and an opening date of July 1, 1981, is set. Fourteen light rail cars of the U-2 type now in service at Edmonton, Canada, have been ordered from Duwag at $650,000 each. Total cost of the project is $86 million, to be financed by California state gasoline revenues. *No federal funding has been requested!*

BY STEVE MAGUIRE



STEPHEN D. MAGUIRE

THE FIRST MUSEUM LINE to operate four motored cars in multiple was the Columbia Park & Southwestern at Olmsted Falls, Ohio, with ex-CA&E cars 409, 460, 451 and 453 on May 19, 1979. A newly installed rectifier plant provided the power to make the run possible. Columnist Maguire took a turn at the controller of the four car train this day on one of the special fan trip runs.

TROLLEY MUSEUMS have come a long way since the first effort was made 40 years ago to preserve old cars by a group to become the Seashore Trolley Museum at Kennebunkport, Maine. The latest significant achievement at a museum took place in May of this year when, for the first time, a four-car multiple-unit interurban train operated at the Columbia Park & Southwestern line at Olmsted Falls, Ohio, a suburb of Cleveland.

This had been made possible back in 1964 when Gerald E. Brookins, who created the museum line, purchased eight interurban cars from the then recently defunct Chicago Aurora & Elgin. These cars, along with more than 25 others, are kept at the CP&SW property in Ohio. Thanks to a recently installed rectifier plant obtained from the defunct Magee Transportation Museum at Bloomsburg, Pa., sufficient power is available to operate long trains in the way they used to run on the CA&E line.

Cars used were 409, 460, 451 and 453, and all once were in regular service on the CA&E until passenger service ended in 1957. Your editor was proud to be able to operate one of the trains on a special fan trip on the line last May.

FEDERAL grants made recently by the Department of Transportation include money for the purchase of new equipment by a variety of lines.

Philadelphia's SEPTA received a grant of $13,840,000 to assist in the purchase of 141 light rail vehicles. These will be used on trolley lines on the streets of Southwest Philadelphia, in the downtown subway-surface system and on the Media and Sharon Hill lines of the Red Arrow Division in Delaware County, all scheduled to begin operation in 1981.

Metropolitan Dade County, Florida, has received a grant of $25 million to buy new rapid transit cars for the 20.4-mile rapid transit system to be built in the Miami area. DOT has made a total commitment of $632 million for completion of this system. The latest grant provides the first installment of funding for 136 new transit cars to be purchased over the next three years.

Maryland Department of Transportation is receiving a grant of $39,892,160 to help pay for 56 new rapid transit cars for the eight-mile system now being built in Baltimore and is expected to begin operation in November 1982. This grant supplements previous DOT funding of $485,938,400 for the design and construction of the system.

DOT has also authorized Metropolitan Atlanta Rapid Transit Authority to proceed with construction of its North-South line from North Avenue through the Arts Center and from Garnett through West End using $105 million in local funds that will be reimbursed later as federal funds become available.

This authorization was announced by Secretary of Transportation Brock Adams during his tour of the MARTA rail line in Atlanta prior to the official opening of the first segment on June 30, 1979. After the ride, Secretary Adams commented, "This system, together with three others that we have, are the new look in America. It will take us this decade to try to build back what we had 30 years ago. I think it is essential for American mobility as the price and availability of fuel become real transportation problems."

The Secretary's statement reminds us of so many similar statements made in our column in *Railroad* some 30 or more years ago. If only someone had foresight back then!

EAST TROY Municipal Railway, operating the seven-mile trolley freight line used on summer weekends by cars of the East Troy Trolley Museum, has received a grant of $700,000 from the State of Wisconsin to rehabilitate the track used to bring freight cars into East Troy industries from the Soo Line interchange at Mukwonago. The track was originally part of The Milwaukee Electric interurban line to Burlington, Wis., but when TMER&L abandoned it in 1939, the Village of East Troy bought it to keep the rail connection to the industries in its town.

Since then, track has deteriorated even though the efforts by members of the Wisconsin Electric Railway Historical Society to keep it in condition for the museum operations have continued.

BART rapid transit line extension beyond Daly City to San Francisco International Airport is being suggested by a group led by Daly City Assemblyman Louis Papan, writes Paul Merland of Montara, California. Under the new plan there would be three station stops between Daly City, the airport and a turnback and storage facility south of the airport in Burlingame, instead of Daly City as originally planned.

Only trouble is that the extension would be in San Mateo County which never agreed to be a part of the BART district, and it is questionable if its residents would want to be burdened with the .5% sales tax the three other member counties of BART must pay to finance the system operations. The plan sounds good, but application appears difficult.

RIO DE JANEIRO METRO opened its first line, a three-mile underground route between Gloria and Cinlandia stations in March, according to George S. Matchell of Grand Junction, Colorado. A second Metro line with 15 stops along its nine miles, may also be in service now. These lines are equipped with 270 new automated cars controlled from a central office. It is claimed to be the most modern rapid transit line in the world. A third route is a pre-Metro light rail line running nine miles on the surface from the Metro at Maria de Gracia station outbound to Pavuna. There are 68 new Light Rail Vehicles to be used on this route that will be completed in 1980. A total of over 600,000 daily riders are expected on the new system.

NEWS of the demise of the Sintra Atlantico tramway that ran a fleet of single-trucked open trolleys along seven miles from Sintra, Portugal, to a nearby beach, that we reported several months ago, apparently brought so many inquiries to the Portugese government about the disposition of the cars that it now plans to reopen the line in 1980 or 1981, reports Allen Morrison of New York.

In a conversation with the director of the Rodovaria Nacional, the federal bus agency that will operate the tramway line, Allen learned that the plans call for reopening the line from the beach to Colares, where there is a bus connection to Estoril and Cascais. Later on, the rest of the seven-mile route will be restored, even to digging up the asphalt that covered the tracks over the last 600 feet to the railroad station.

Also being considered are additional trams from Lisbon, which still has a large local system, although a gauge difference would require truck alterations.

A tour of the Sintra right-of-way reveals wire intact, although rail is buried in mud and weeds. The trams languish in the Ribeira barn as when they were last seen in 1977, although their order in the barn has been mysteriously rearranged, Allen remarks. He also reports that the small tramway system at Coimbra, Portugal, may also be on its way out. Trolley bus wires are being erected over the railway line.

At Oporto, only four tram routes are running. Cars are still being sold overseas. The 255 is going to Buenos Aires and two cars to Southampton, England, where they will be rebuilt into one double-deck car for operation on a new tourist tramway.

Please send traction news directly to Steve Maguire, P.O. Box 51, Belmar, NJ 07719

Camera Bag

BY JIM BOYD

Old Business

We've received some interesting commentary on topics covered in recent *Camera Bag* columns, so this month we'll devote our space to this "old business".

Super camera repair costs

Chuck Yungkurth is a mechanical engineer from Endicott, N.Y. working for IBM, and he is an active railfan and HO modeler. His letter refers to the column on "Super Cameras" in the September 1979 issue.

"Your comments to the camera buyer were very sound, and I'd like to add a little bit more to your advice based on some limited experience in camera repairing. The insides of the new automatic SLR cameras are a repairman's nightmare. Once the automatic SLR is out of the warranty period, repair bills can be monsterous. A competent repairman with experience can usually take care of most of the ills of an SLR of the match needle variety (primarily the mechanical type), but the automatics require a whole new knowledge of electronics, not to mention test equipment.

"My work in the field of electronics packaging leaves me aghast at some of the things being done to lower cost in these automatic cameras. Among these is the use of flexible printed circuits for interconnections. Reliable flex circuits are very expensive. Typical ones often rely on pressure alone for electrical connections to the flex circuits. A little moisture and corrosion, and you've lost contact. I know of one case where there was a crack in a conductor in a flex circuit which resulted in a factory repair bill of $125! Replacing one of the flex circuits in a camera is sort of like going into a garage and getting the wiring harness in your car replaced. No wonder one very popular automated SLR has been called 'The World's First Throw-away SLR' (since you're better off to throw it away than repair it).

"I think the bottom line is that you don't need the potentially expensive automation for railfan photography (not to mention model railroad work). I also think the handwriting is on the wall for the match needle SLR in the popular price market; the current huge advertising programs and production expansion to hold the price down on the automatics is encouraging the manufacturers to drop the 'old fashioned' match needle cameras. I bought a plain Nikkormat two years ago and feel I got in just under the wire. I'm very happy with this choice.

"P.S. Let us not go into the subject of the current craze for autowinders!—CHUCK YUNGKURTH."

ROGER P. COOK

THIS D&H FREIGHT was photographed with a Spiratone 2X extender on a 150mm short telephoto on a 2¼" format camera. The original print is quite sharp with no unwanted characteristics except that the widest aperture on the effective 300mm lens with extender is f8 instead of the 150's f4.

Metering with filters

On an entirely different matter, I had one of those brilliant flashes of intellect that never seems to hit while I'm around a typewriter. In three past columns (April, July and November 1978) I discussed filters for black & white photography. In doing so I managed to get myself rather ensnarled in the matter of filter factors which are used to calculate adjustment in exposure to compensate for the color of the filter. The one point I overlooked was the fact that with a through-the-lens light meter—like the one on my Nikon and most other 35mm SLR's—all you have to do is slap on the filter and the meter will take care of itself since it's reading right through the filter.

Telephoto extenders

Roger Cook is an accomplished railfan photographer who tends to specialize in black & white work (while his wife simultaneously takes care of the color). Roger's material has been published in many places, and he is currently working with Karl Zimmermann on a Western Maryland diesel book. I had talked to Roger briefly on a Southern steam trip shortly after writing the May 1979 column about telephotos and extenders and mentioned that I'd recommended against extenders. Roger said that he'd just bought one but hadn't tried it out yet. His letter arrived shortly thereafter.

"I've read the column and worked with my extender and agree completely with your comments but feel you overlooked a significant advantage of tele extenders. Have you ever used a 2X extender to double the focal length of a telephoto lens? The results with a 'doubled' telephoto are substantially better than those from a 50mm normal lens and converter. Several manufacturers now market 2X extenders specially designed to mate with 135mm prime lenses. For less investment than a long telephoto lens—which has limited application—you can carry a 2X converter to increase your flexibility.

"My only practical experience with an extender has been Spiratone's 2X for 2½" medium format cameras. I have used it only in combination with the 150mm short telephoto lens (the accompanying photo is an example of this combination). I printed all my negatives edge-to-edge, and I'm pleased with the quality. The major disadvantage is that my 150mm f4 becomes a 300mm f8 with the 2X converter, while the 250mm prime lens for roughly the same work sold by the camera's manufacturer has f5.6. But since the converter costs less than $200 and a 250mm lens is over $1200, I'll live with the f8!

"The remainder of the May 1979 column, 'Slave of the camera', was certainly intelligent advice. Periodically, we all need such a reminder. My own trick for keeping things in perspective is to occasionally limit myself to one twelve-exposure roll for a day's picture taking. That way I'm forced to really *see* and choose before I shoot, for each frame is precious. Of course, I always carry a few more rolls in reserve—just in case—ROGER P. COOK."

In Search of Steam

BY MIKE EAGLESON

Eastern Europe

Experiences in photographing steam in Eastern Europe can run the extremes from delightful to disaster. In 1969 I safely lensed East German 4-6-2's on passenger trains as they entered West Germany at Bebra. I stayed several hundred meters back from the barbed wire fences, light towers and machine gun nests, thereby avoiding unpleasant incidents. A ten-day bash in Czechoslovakia in 1971 ended in arrest, detention and confiscation of all my exposed film—including rolls shot earlier in West Germany and Austria. This occurred in spite of the fact that I was on an organized railfan tour, with an official letter of photographic permission and accompanied by a Czechoslovakian-speaking, paid State tour guide for the entire trip. Some, but not all, of the film was returned a year and a half later—*undeveloped!*

Five days of clean-up shooting in Bulgaria in 1976 had few real problems, although I was occasionally stopped and asked to produce a letter of authority for photographing railways which I luckily had obtained from the Consulate in Washington before leaving.

Basically, the problem of shooting trains in Eastern Europe is that photographing any railway subject behind the iron curtain is considered sheer espionage. The concept of *railfan* or *hobby* does not exist and is completely misunderstood. You are considered to be interested in locomotives, yards, operations, bridges, tunnels and such only to get a bead on the transportation lifeline of the country for military reasons.

East Germany is the easiest Eastern European country to railfan in and is finally understanding the concept that their steam locomotives are a drawing tourist attraction. Photography is readily permitted from areas *normally accessible to the general public.* That means station platforms and the open countryside are okay, but yards and engine terminals are not. Permission for specific roundhouses can sometimes be obtained.

Poland has been very negative to railfans. A U.S. fan was recently arrested and held for two weeks, stripped nude, tied to a pole, beaten, had his toes stepped on; he was finally released at the border without his cameras, film or money. All his traveler's checks were taken as his fine. Other fans were able to fare better and obtain an introductory letter of photographic permission from the State Railways, although they could take pictures only in specificed areas on specific dates.

Yugoslavia, Hungary, Albania and Russia are the most difficult countries in which to photograph trains. Travel is restricted with arrests and film confiscation frequent. These countries have virtually no such thing as a photo permit.

Nevertheless, Eastern Europe remains a big user of steam today. If you are determined enough to venture an attempt yourself, do follow these guidelines: (1.) Never take exposed film from Western European countries in with you behind the iron curtain and risk losing everything if your film is confiscated. (2.) Stick to lineside locations in the countryside (and the station platform in East Germany), and avoid engine houses and yards. (3) Keep moving. Don't set up for hours at a good spot. Shoot one train and move on. Avoid potentially sensitive locations such as bridges, tunnels, yards, junctions and other strategic spots, no matter how tempting. Never shoot around industries, airports or military bases. (4.) Try to keep a spare roll of film handy so if anyone demands film, you might be able to make a switch and thereby save the roll you've just shot. I have successfully pulled off this one myself. (5.) When renting a car, avoid a conspicious one such as flashy yellow or orange. Wear only conservative clothing and *never* army boots, field jackets or other military clothing. I was once picked up—though cameraless—by the military police of a foreign country while store window shopping with my wife just because I was wearing army boots and a field jacket. The military police thought I had escaped from *their* army! (6.) Never copy down engine numbers or keep notebook data: You look like a spy.

East Germany

Don't let the Iron Curtain stop you from going to East Germany. This is the one *safe* communist country to visit and photograph steam *if you abide by the rules.* The East German State Railways still use several hundred steam locomotives. Railfan tourists are tolerated and found everywhere. The Roanoke for steam is Saalfeld, where Pacifics work passengers and several classes of freight engines are constantly moving about the yards. Photography on the station platform is now permitted as well as at line-side locations normally available to the general public. The locomotive shed is only available by special permission. East Germany is alive with narrow gauge steam lines at Pitbus, Bad Doberan, Harzquerbahn (with 18 metre gauge 2-10-2T's), Seketalbahn (with three working Mallets), Schonfeld, Cranzahl, Wolkenstein, Oschatz, Freital, Radebeul Ost, Zittau, Muskauer Waldeisenbahn and Gorlitz, to mention just some of them. East Germany is a highly recommended steam country and has the fastest steam passenger service in the world today.

Poland

This Communist country is a big user of steam today, but photography is not freely permitted, and permits are hard to obtain. Steam is widely scattered, but here are a few suggestions of where to go: Nasielsk, 4-6-0's and 2-6-2's on passenger trains; Bydgoszcz, 2-10-0's; Pila, 4-6-0's; Nowa Sol, 2-6-2's and 2-10-0's; south of Wroclaw, 2-8-2's on passenger and 2-10-0's on freight; Upper Silesia, 2-8-2T's, 4-6-0's and 2-10-0's. Near Stary Grodkow are about 50 engines in a scrapyard. Nasielsk is 100% steam on the 75cm gauge and very chaseable by automobile. Naklo and Bialosliwie have 0-8-0T's on the 60 cm gauge. Likow, Liblin, Tarnow and Klodzko all have some steam freight and passenger. *But be careful!*

Czechoslovakia

Still quite steamy, but I've personally been cautious of revisiting this country since I had film taken from me by the secret police in 1971. Rumburk has 2-10-2T's, and Creska Lipa uses beautiful 2-10-0's. Plzen has 2-10-0's and 4-6-4T's. Decim operates three to six 2-10-0's per hour. There are many other good steam locations throughout the country, *but be careful.*

MIKE EAGLESON

THE EASTERN EUROPEAN countries have much to offer. This Czechoslovakian 2-10-0 was photographed at Borovnice on May 24, 1971.

Rumania

Some steam is still used, but photography is quite risky and engine sheds definitely off limits. The Oravita-Anina line has 0-10-0's and 4-6-0's.

Yugoslavia

Still uses steam around Vinkoci, Zabok and Pozarevac, but photography of trains in this country is outright dangerous. There is virutally no such thing as a photo permit.

Hungary

Steam is still used in many parts of the country, but photography is very dangerous and arrests common. Steam is still used at Dorog, where beautiful 4-8-0's abound. The same class is used occasionally in passenger service with 2-10-0's and 2-6-2T's at Komarom, Tokod and Gyor.

Bulgaria

I last visited Bulgaria in 1976 and found 2-10-0's working freights and passengers out of Pleven. Last reports indicate they are still there. Narrow gauge 2-10-2T's work out of Cervenberg. The line was 100% steam then, but now has some diesels. Steam is still used for switching and work trains. The standard gauge shed contained two classes of 2-10-0's. An official letter of introduction obtained in advance from the Consul got me out of several close scrapes with the secret police while photographing steam in Bulgaria.

Please send foreign steam news directly to Mike Eagleson, 73 Douglas Road, Glen Ridge, NJ 07028.

Short Line Rosters

Compiled by Sy Reich

General Notes: For the purpose of our rosters, a short line railroad is defined as a common carrier listed in the *Official Guide*, the *Pocket List of Railroad Officials*, or both, with a route length less than 400 miles.

Abbreviations used: H.P. - horsepower; Wheel Arngt - wheel arrangement; Tractive Effort and Weight in pounds; GM-EMD - General Motors, Electro-Motive Division; GE - General Electric; BW - Baldwin-Westinghouse; BLHW - Baldwin-Lima-Hamilton-Westinghouse; Alco-GE - American Locomotive Company-General Electric Company; FM - Fairbanks-Morse; GMD - General Motors Diesel Ltd. (Canada); MCGE - Montreal Locomotive Works-Canadian General Electric; Alco Pr. - Alco Products; Alco - American Locomotive Company.

Mississippi Export Railroad

Number	H.P.	Builder	Model	Wheel Arngt	Tractive Effort	Weight	Date	Notes
44	380	GE	44-ton	B-B	22,000	88,000	1940	1
45	380	GE	44-ton	B-B	22,000	88,000	1941	
46	600	GE	70-ton	B-B	35,000	140,000	1946	2
47	380	GE	44-ton	B-B	22,000	88,000	1941	3
48	600	GE	70-ton	B-B	35,000	140,000	1951	4
49	600	GE	70-ton	B-B	35,000	140,000	1950	5
50	600	GE	70-ton	B-B	35,000	140,000	1953	6
60	1750	GM-EMD	GP9	B-B	?	?	1957	
61	1000	GM-EMD	NW5	B-B	?	?	1947	7
62	1000	GM-EMD	NW2	B-B	62,000	248,000	1948	8
63	2000	Alco Pr.	C420	B-B	?	?	1965	
64	1500	GM-EMD	SW1500	B-B	?	?	1973	
65	2000	GM-EMD	GP38-2	B-B	?	?	1975	

Effective date: June 21, 1978
Sources of information: MSE, East Erie Commercial, Gardinier, Inc., Chrome Crankshaft, Fernwood, Columbia & Gulf, Fort Dodge, Des Moines & Southern, Ontario Hydro, St. Johnsbury & Lamoille Cointy, Railway Supply Co. of Alabama, Southern Rails, Inc., George R. Silcott, Southwest Portland Cement
Units on present roster: 60, 63-65
Numbered notes:
(1) 44 was sold to Crowell Long Leaf Lumber Co., then to the Red River & Gulf as their 44.
(2) 46 was sold to the Mojave Northern and renumbered 4 (2/58), then sold to Southwest Portland Cement and renumbered 407, then sold to Chrome Crankshaft and renumbered 407 (3/71), then sold to the Ventura County and renumbered 4.
(3) 47 was originally New York, Ontario & Western 102, then MSE 47, then Fernwood, Columbia & Gulf D-6, then Fort Dodge, Des Moines & Southern 502, then scrapped.
(4) 48 was sold to the St. Johnsbury & Lamoille County and renumbered 53 (7/58), then sold to Ontario Hydro as their 53 (7/60), then sold to the East Erie Commercial and renumbered 20 (2/67).
(5) 49 was originally Helena & Northwestern 70, then MSE 49 (12/51), then sold to StJ&LC and renumbered 66.
(6) 50 was sold to StJ&LC and renumbered 54 (7/58), then sold to the Montpelier & Barre as their 54.
(7) 61 was originally Union Belt of Detroit (Fort Street Union Depot) 2, then MSE 61, then sold to Railway Supply Company of Alabama and renumbered 61, then sold to Southern Rails, Inc. as 61, then sold to Gardinier, Inc. as their 61 (7/77).
(8) 62 was originally Detroit, Toledo & Ironton 914, then George R. Silcott 914, then MSE 62 (1961), then Whisler Equipment 62, then George R. Silcott 62, then Marinette, Tomahawk & Western 62. It was upgraded by the MSE to 1200 hp.

The Mobile & Gulf Railroad

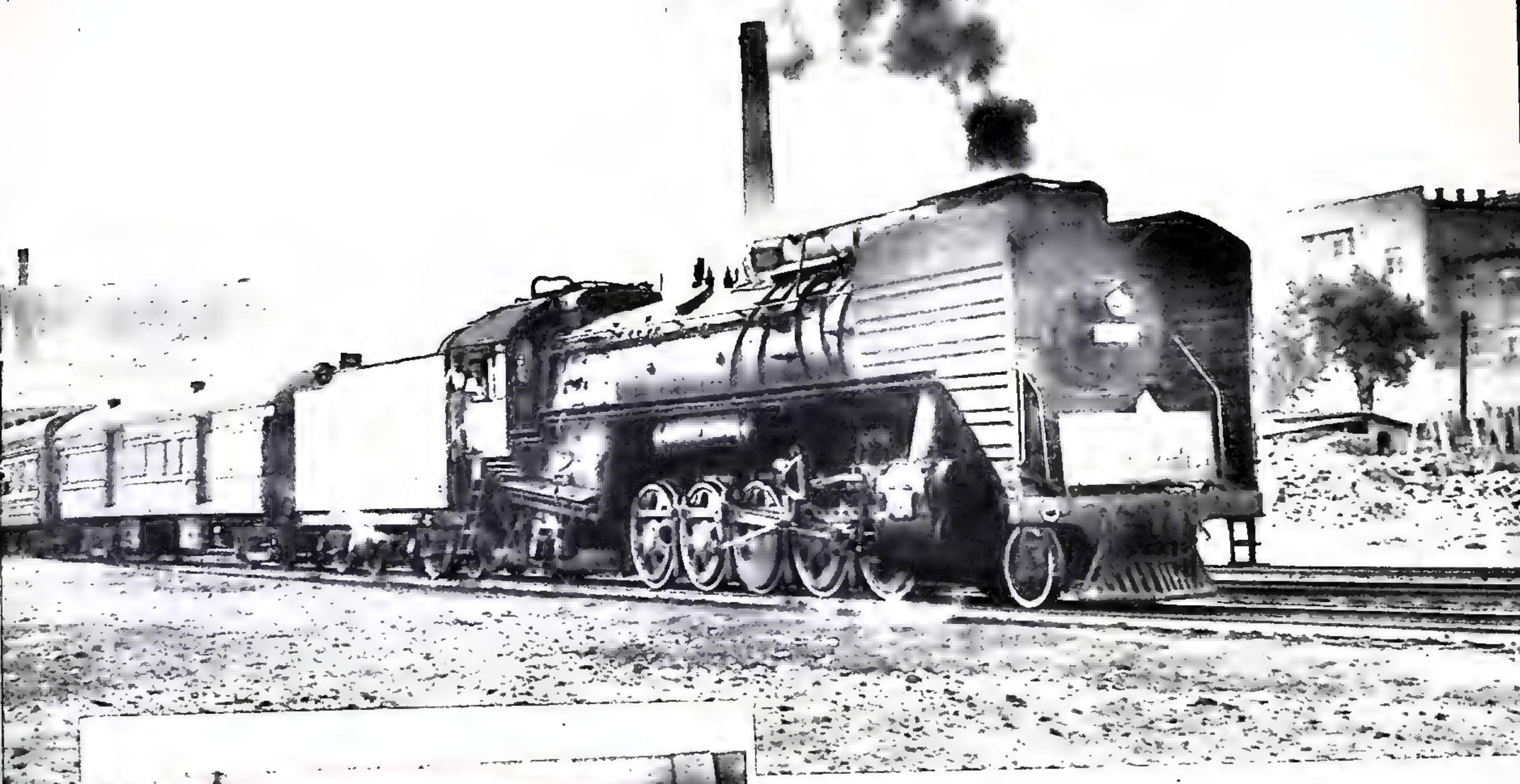
Number	H.P.	Builder	Model	Wheel Arngt	Tractive Effort	Weight	Date	Notes
98	400	GE	70-ton	B-B	35,800	143,200	1942	1

Effective date: November 17, 1970 **Sources of information:** M&G **Units on present roster:** 98
Numbered notes:
(1) 98 was originally New York Central 508, then NYC X508, then Despatch Shops 2, then M&G 98.

Modesto & Empire Traction

Number	H.P.	Builder	Model	Wheel Arngt	Tractive Effort	Weight	Date	Notes
D-600	600	GE	70-ton	B-B	41,280	137,600	1947	
D-601	600	GE	70-ton	B-B	41,280	137,600	1949	
D-602	600	GE	70-ton	B-B	41,280	137,600	1952	
D-603	600	GE	70-ton	B-B	?	?	1955	1
D-604	600	GE	70-ton	B-B	?	?	1950	2
D-605	600	GE	70-ton	B-B	?	?	1947	3
D-606	600	GE	70-ton	B-B	?	?	1950	4

Effective date: November 1978 **Sources of information:** M&ET **Units on present roster:** D-600—D-606
General note: Although numbers are officially prefixed with the letter D, the letter D does not appear on the side of the locomotives.
Numbered notes:
(1) D-603 was originally Cherry River Boom & Lumber 2, then M&ET D-603 (10/68).
(2) D-604 was originally North Louisiana & Gulf 102, then M&ET D-604 (7/9/70).
(3) D-605 was originally Mojave Northern 5, then Southwest Portland Cement 405, then M&ET D-605 (5/71).
(4) D-606 was originally General Electric 1, then Southern Pacific 5114, then National Metals 511, then Chrome Crankshaft 511, then repainted American Smelting and Refining 1956 but never delivered, then M&ET D-606 (1973).



PHOTOGRAPHY: HENRY E. BENDER, JR., EXCEPT AS NOTED

ON JULY 22, 1978, QJ 2-10-2 2604 blasted out of Shenyang North Station with the 6:50 a.m. westbound passenger train. Her builders plate (left) reads in Chinese, "Tatung Locomotive Factory 1978"! The slogan on her pilot beam, in white characters on a red background, reads "Serve the People". Note the familiar profile and details.

by Henry E. Bender, Jr.

Railfanning China

A rail system built to North American standards, brand new steam locomotives and 4000-horsepower diesels are among the delights of an opening China.

We were up early on our second morning in China, July 13, 1978, to be at the station in time for the 7:00 a.m. departure of the "Number One Tourist Train from Peking to Badaling" and the Great Wall. Getting up early was usual for me. I didn't want to miss a moment of daylight, and the hour or two before breakfast each morning proved ideal for exploring and absorbing the many sights of Peking. But my first Chinese train ride was an experience that I'd been looking forward to for a long time. I was not disappointed.

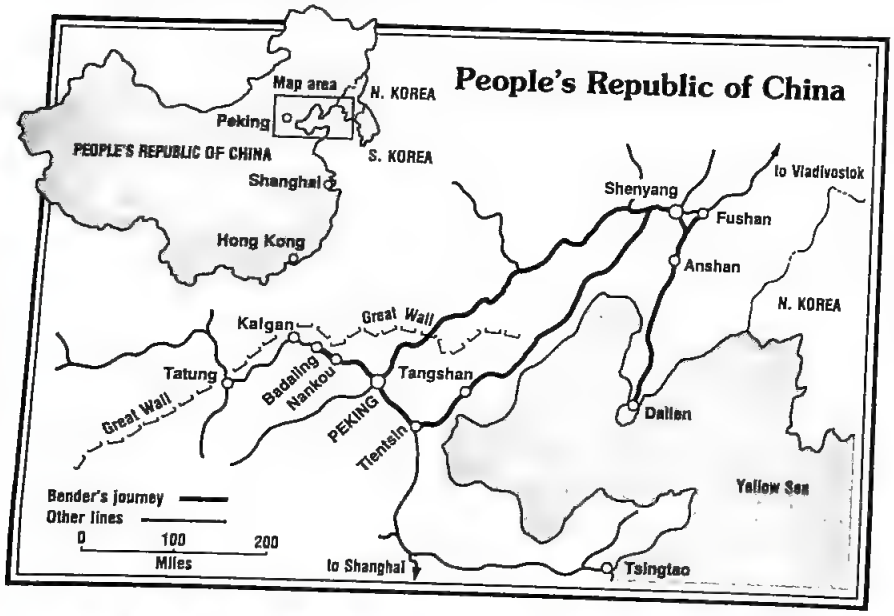
Our interpreters led us quickly from our bus through the front entrance of Peking's main railway station, under Chairman Mao's beaming portrait, and without a pause we were out on the first platform and then aboard our coach. The streamlined cars had horizontal ribbing along the sides, similar to many that the Milwaukee Road had built and used during the 1940's and 1950's, but with their yellow stripes on forest green exterior they didn't much resemble the bright orange and maroon *Hiawathas* I'd liked so much as a boy. Inside, they were rather more unusual. The standard-gauge dimensions and stainless steel luggage racks were normal enough, but other details caught my eye.

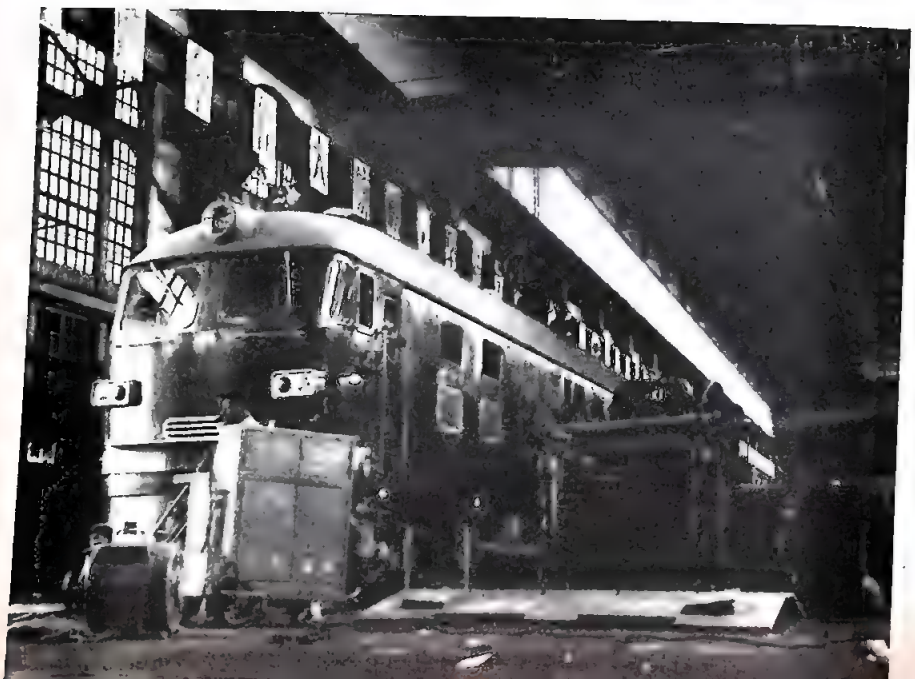
Small tables between each pair of facing high-backed bench-like seats were covered with white tableclothes and held blue and white teacups for each passenger. Each bench-seat was covered with a fresh white muslin slipcover. The seats were wider on one side of the aisle to accommodate three people, with two abreast on the other side. White lace curtains were secured with a strap alongside each window. Down the center of the ceiling a row of electric fans stood motionless but ready for warm days.

Very smoothly we started rolling, right at 7:00, and in a few minutes were were out past the factories, brickyards and homes of Peking. We went east for a ways, then turned north to the main line of the former Peking-Kalgan Railway. The voice over the loudspeaker, first in Chinese and then in English, told us about the Great Wall, its long history and its impressive dimensions and length of over 3000 miles. She also mentioned that the Peking-Kalgan was the first railway in China to be laid out by a Chinese civil engineer.

I already knew the reputation of the line as

"NUMBER ONE TOURIST TRAIN from Peking to Badaling" unloads tourists on the foggy morning of July 13, 1978, at Badaling; about 100 yards ahead the former Pekin-Kalgan Railway tunnels under the Great Wall. The locomotive is a 4000-h.p. Dong Feng-4 (*East Wind*-4) like the unit in the Dalien Locomotive and Rolling Stock Factory (**bottom**) nearing completion on July 17, 1978.





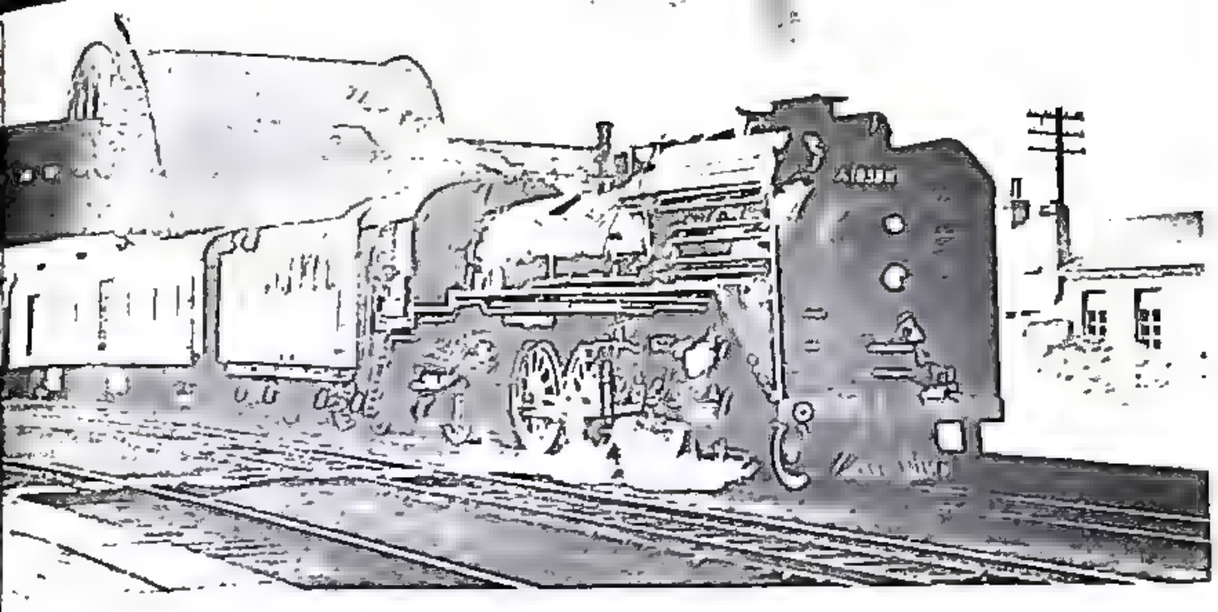
a rugged mountain railroad. In its earliest years the Pekin-Kalgan (the "Pekin" spelling was generally used during those years) had purchased 2-6-2T's from Baldwin and the only Shays that Lima ever sent to mainland China: three in 1909 and another three in 1912. In 1910, along with more 2-6-2T's, they bought four 2-4-4-2 Mallet compounds from Baldwin! Six Consolidations in 1912 from Alco's Rogers Works were followed early in 1914 by four 2-8-8-2 Mallets from Schenectady. Between 1914 and 1917 there were Mikados and Pacifics from Alco's Cooke and Schenectady Works. Then in 1919 Alco built five more Mikados and three more compound 2-8-8-2's to tackle the mountains of north China. Finally, in the largest order yet, in 1921 Schenectady built 27 more Mikes, 13 Pacifics and seven more 2-8-8-2's for the line, which had by then been renamed the Pekin-Suiyuan Railway. You can understand my interest in seeing the line that had needed such power. Not long before I left for China, a friend had sent me copies of slides, taken by a Swissair employee, that showed a long passenger train pulled by a Mikado with two more Mikes pushing on the rear of the train. High atop the ridge behind the train was the Great Wall, winding into the distance.

Our train was pulled by two 4000 h.p. Class DF-4 diesels, and we rolled easily along at 50 or 60 m.p.h. for nearly an hour before stopping in the town of Nankou. I spotted a Mike and a Pacific outside the enginehouse there as we rolled into town. Leaving Nankou, it wasn't long before we left the flat fertile Peking plain and the train's speed slowed to 8 or 10 m.p.h. as the flanges squealed against one curve after another. Tunnels became frequent, and I saw evidence of line relocations in places, including one bypassing a tunnel nearer the winding streambed in favor of a newer, higher tunnel. There was a flurry of excitement when the Great Wall came into view, high atop the ridge to the left of us. We followed it for some distance, went through a tunnel and stopped at a small station where one of our diesel units was uncoupled and run around the train and put on the other end. We then backed down through another tunnel and onto the siding at Badaling, where the hundreds of passengers got off to see the Wall.

I'd been trying for five or more years to arrange a trip to China. I recall that Don Phillips' article in the November '72 *Trains* on "Chairman Mao's Railroads" soon after President Nixon's historic visit had awakened my latent desire to see China. As steam power had vanished from the rails in this country, I had traveled to Canada and then to Mexico to photograph and enjoy their locomotives. By 1966 it was Guatemala and Honduras and El Salvador, and then in 1971 and 1972 the lure of steam drew me to Argentina and Paraguay and Chile. China was of special appeal since much of its engineering and equipment was designed to North American standards, including track gauge and construction, four-wheel trucks and knuckle couplers.

But there was an added inducement to go to China. It was the air of mystery. Many unanswered questions about the Chinese railways and locomotives aroused my curiosity. For instance, were new steam locomotives still being built in China?

Publications such as *China Reconstructs* occasionally included a photo showing a locomotive, but details were lacking. I knew



THE MORNING PARADE of steam at the Shenyang North Station on July 21, 1978, included the 6:10 westbound passenger stepping out smartly behind RM 4-6-2 1039 (**above left**) with dual headlights and elephant ears that look like they were assembled in West Milwaukee. At 6:50, another passenger train departed behind JS (*Construction*) Mikado 6009 (**above right**). An endearingly disheveled little workhorse of a JF-6 Mikado came slogging out with a cut of freight cars (**below**). While the 3416 lacks the fine points of a Lima, she is comfortably familiar and very much alive.

that locomotive rosters for most of the world's railways could be found (even if they weren't always complete or totally accurate), but rosters for the People's Republic of China seemed nonexistent. Characteristic, I felt, of the situation was the following paragraph published in June 1974 by *Continental Railway Journal* in their otherwise-thorough continent-by-continent, country-by-country "News and Notes" section:

China

In Hong Kong, by climbing Crest Hill, above So Wie station on the Chinese frontier, and remembering to stay inside the barbed wire (!), it is usually possible, with a powerful pair of binoculars, to see a Chinese steam engine shunting on the other side. So the long-awaited first appearance of this heading in CRJ is justified—just!

In 1974 a friend who knew of my interest told me that a British group named "To Europe For Steam" was advertising a tour to China for steam fans. I quickly wrote TEFS for information and joined their mailing list and list of prospective China tour members. Their tour planned for 1975 was cancelled by the Chinese because there had been earthquake damage in one area the British had on their itinerary. Later, another tour was scheduled for July 1976. I started getting ready. Then in February that year I got a postcard saying that the tour group had just been limited by the Chinese authorities to "British nationals of two generations British parentage."

After that disappointment, I started looking for other ways to go. I wrote a letter to Luxingshe—the China International Travel Service—in Peking, but never got an answer. Attempts to get on a U.S.-China Peoples' Friendship Association tour, after I'd joined that organization, were fruitless at the local level early in 1977 and then at the regional selection later that year, for the same reason: there were more people wanting to go than there were spaces available. But persistence pays off. I was able to join a USCPFA "Friendship Study Tour" scheduled for July 1978. Although there were no other railfans, this was a fine group of people, all quite knowledgeable about China and fun to travel with.

Our Chinese hosts kept us busy morning and afternoon, touring imperial palaces and museums, factories, kindergartens, communes and more. Often our evenings were scheduled too, to see operas and other performances or visit stores. But, along with these fascinating activities—and the superb meals that punctuated each day—there were many high points of rail interest. Especially memorable (besides our train rides) were the locomotive factory at Dalien, the Mikados and Prairies switching the docks at Dalien and the steel mill at Anshan, the 2-10-2 with the 1978 date on her builder's plate, and—perhaps best of all—the nostalgic sound of steam locomotive whistles in the distance, night after night, through the open hotel windows. It had been a long time since I'd heard mellow American-style whistles every night for *nine* consecutive nights, from engines going about their ordinary duties.

After four days in Peking (which included our trip to the Great Wall), most of our remaining time in China was spent in Manchuria, long known as one of China's most industrialized regions. We flew from Peking to Dalien (which is also called Talien or Dairen, or sometimes Lüta), a 1½ hour flight aboard a twin-engine, 48-seat, high-wing Antonov AN-24. Knowing before we left California that we would visit Dalien, I had suggested to the group that the locomotive factory would be well worth seeing. They agreed, perhaps because nobody else knew of much worth seeing in Dalien. So the locomo-

tive factory appeared on our "want list," and in Peking our guide and translator from the China International Travel Service made a phone call or two to arrange the tour for us.

When we arrived, I was pleased to find that the Chief Engineer, Mr. Chung Chie Sheng, had been assigned to personally accompany me (as our group's "railroad expert") to "answer my technical questions," while the factory director led the rest of the group around and pointed out sights such as the multiple-spindle drill press which the workers and technicians had designed and built to cut the time needed to bore holes in the engine block from eight hours to less than one hour.

As I strolled along with Mr. Chung, absorbing the many sights and snapping pictures of the machinists (including some women) at work producing valve stems, crankshafts, piston rings and engine blocks, I asked questions. Wanting to expand on what the British steam enthusiasts had learned in China, I first inquired about locomotive building at Tangshan since the July 28, 1976, earthquake that had destroyed that city and killed hundreds of thousands of its residents. Mr. Chung told me that the Tangshan factory is back in production and is now building diesels instead of the Class SY Mikados they had been building just before the quake. They are also, he said, constructing a new and more modern factory. I then asked whether steam engines are still being built anywhere in China. Mr. Chung confirmed that they are, at the Tatung Locomotive Factory, some 200 miles west of Peking, and that steam production there would continue "through 1980." He explained, somewhat apologetically, that China still needs new steam locomotives as well as the diesels that his factory and at least three others are building.

Well over half of the locomotives working today in China are steam locomotives, and many of them are relatively new. Locomotive building in China was just beginning at the time when construction of steam was ending in much of the rest of the world.

From 1876, when the first rails in China were laid near Shanghai, until after the establishment of the People's Republic in 1949, every locomotive used in China was imported. Most came from builders in Europe and the United States, with hundreds more built in Japan in the 1920's and 1930's for the lines in Manchuria. The first locomotive to be built entirely in China was a Mikado completed at the Szufang Locomotive and Rolling Stock Factory at Tsingtao, in Shantung province, on July 26, 1952. The factory at Dalien began producing new locomotives (rather than just repairing old ones) in 1954.

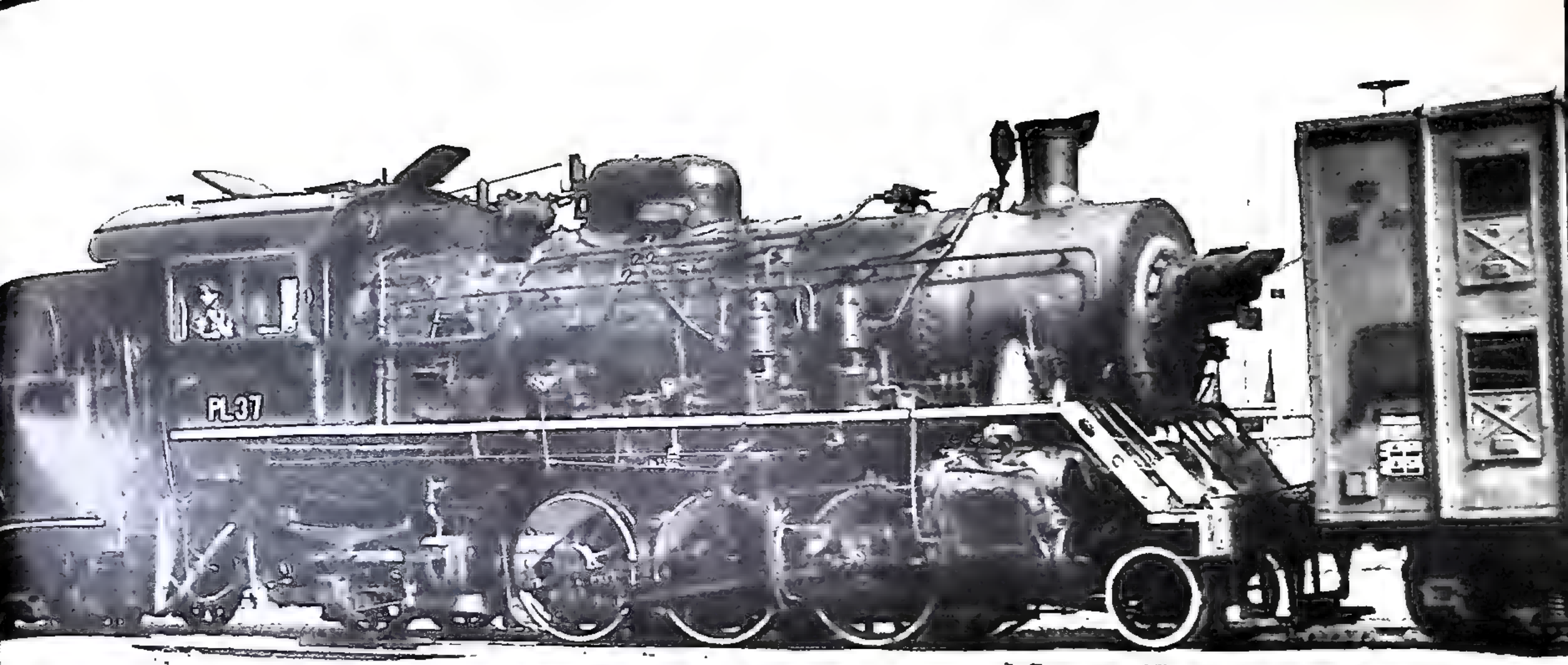
The buildings we were touring in Dalien were erected in 1901 as a locomotive repair and assembly shop for the railroad the Czarist government was building from there northward to connect with the main line of their Chinese Eastern Railway, which itself served as a shortcut across northern Manchuria for the Trans-Siberian Railway to reach Vladivostok. In 1905 the Japanese took over, after winning the Russo-Japanese War, and for the next 40 years the shop served their South Manchurian Railway.

Since becoming a locomotive-building factory in 1954, Dalien has produced hundreds of engines each year for a railway system that, during the same years, practically doubled its total route mileage and was also increasing the traffic density and upgrading its existing routes. Large numbers of new locomotives were needed, of course. The first diesel built at Dalien was a 2000 h.p. unit built in 1958 with Russian help. In 1965 Dalien stopped building steam and began mass production of diesels. At the start they built two models, one of 600 h.p. and the other of 2000 h.p. From 1966 through 1974, Dalien built Class DF-2 and DF-3 units (DF is for *Dong Feng*, meaning *East Wind*). Both classes are single-end 2000 h.p. diesel-electrics of C-C wheel arrangement. The DF-3 is a passenger unit and the DF-2 a freight unit, similar in appearance. Often one of each is used in a back-to-back lashup for heavy passenger service.

In 1974, after successful testing of the prototype which had been built early the year before, the production at Dalien shifted entirely to the big single-engined 4000-h.p. Class DF-4 units that are being built today. The tests had shown that on the basis of unit power, train handling capacity and fuel and oil consumption rates, the 16-cylinder four-cycle DF-4 was "equally matched to the advanced world levels." The unit had outperformed two imported locomotives in the tests. It is impressive watching them being built.

Dalien is China's second busiest port (after Shanghai), and many locomotives are assigned there to switch the docks. Most of them are steam. The common types are Class SY Mikados and Class PL Prairie types. The SY stands for *Shang Yiou*, which means "Aiming High", and the PL apparently stands for *Pure* (which is pronounced as two distinct syllables), an adaptation of our word "Prairie". The SY class are handsome low-drivered Mikes of moderate size, with slope-backed tenders and Tangshan builder's plates. The PL Prairies come with various styles of domes and tenders and are rather hefty examples of that type, reminding me of the Milwaukee Road's Class K-1 Prairies. Both classes are quite American in appearance and, like all the steam engines in China, have bright red driving wheels with white tires—a nice touch. I also saw one diesel switcher working the harbor trackage; it was a high-hood unit that resembled a Fairbanks-Morse switcher. An occasional Class JF (for *Jie Fang*, meaning "Libera-

AT THE PORT OF DALIEN, handsome little PL-class 2-6-2's shuffled cars among the wharfs. China's second-largest port, Dalien follows only Shanghai in tonnage handled. Note the subtle differences in detailing between PL137 (**above**) and PL37 (**top right**), both working the harbor on July 19.



tion") Mikado came by on the nearby main with a transfer freight or local passenger.

Leaving Dalien we rode the former South Manchurian Railway main line to Anshan, the site of a large steel mill, and 24 hours later continued on by train to Shenyang (formerly called Mukden). Our trains, and other passenger trains we saw, were pulled by new Class DFH-3 diesels, with a single unit handling our 13 cars easily, rolling at 60 to 70 m.p.h. much of the time. As we travelled north on the double-track main line, we passed a train going south approximately every 15 minutes. Most were freights, all steam powered, usually with Class QJ (for *Qian Jing,* meaning "Advance Forward") 2-10-2 types. We also saw two Class JS (for *Jian She,* meaning "Construction") Mikados in sidings with freights. The track is immaculately maintained and smooth riding, with concrete crossties being common. The block signals are the three-lens color light type.

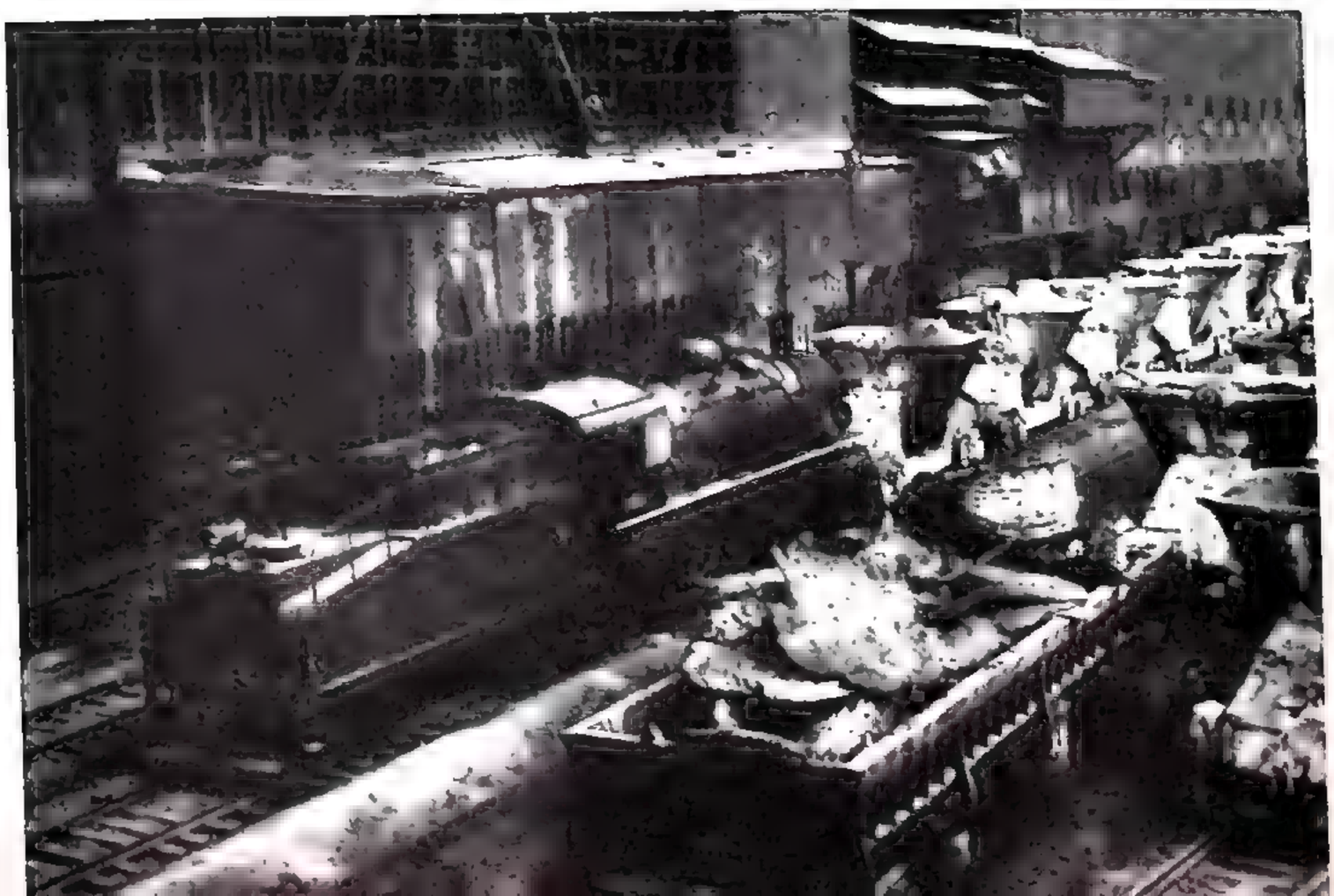
At the Anshan Iron & Steel mill, the SY Mikes and PL Prairies were again numerous in switching service. The mill also has considerable trackage under overhead wire, including its line to the iron mine some miles south of Anshan, and we saw many electric locomotives of various sizes.

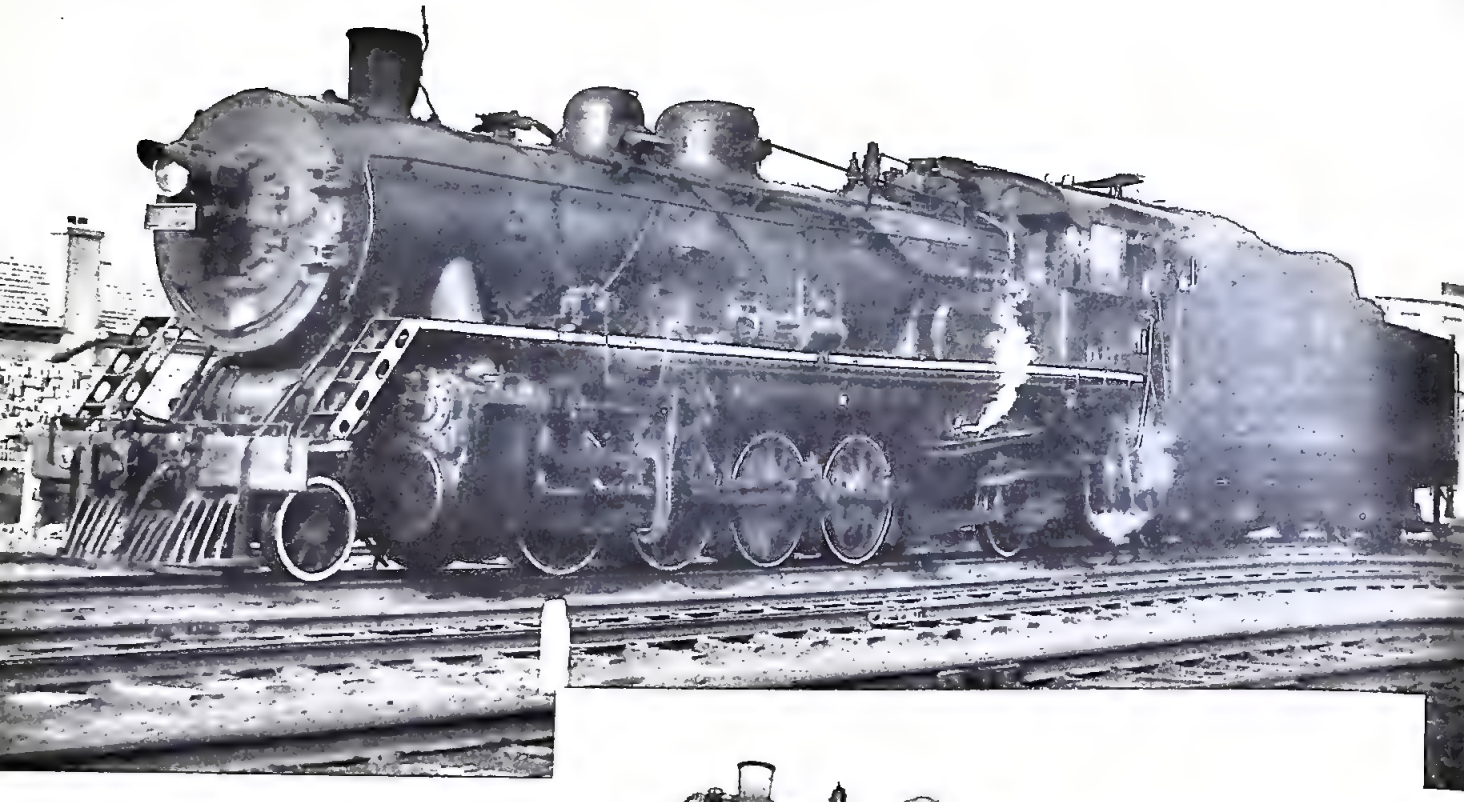
Both Dalien and Anshan have extensive street railway systems, with frequent service using cars of Japanese design, apparently brought in from Japan in the 1920's or 1930's. At Anshan there are also a handful of longer cars with ends that resemble the front of a motor bus—distinctly Russian in appearance. Dalien and Anshan also each have one or more trolley bus lines. Peking and Shenyang, both larger cities, have numerous trolley bus routes, and Peking has a recently-built subway line as well, and plans to build more.

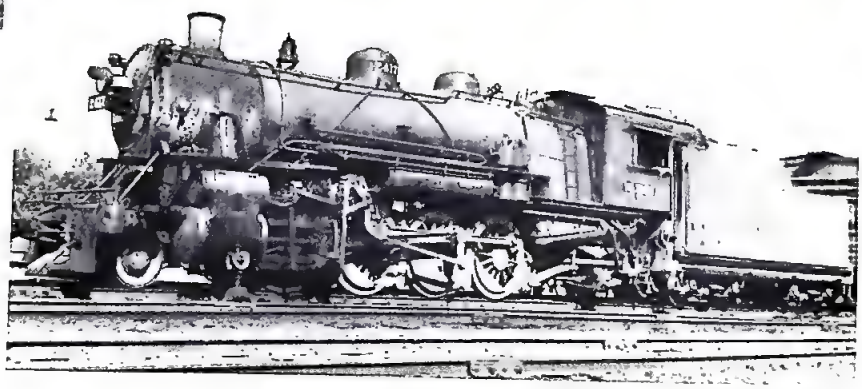
At Shenyang, with no streetcars to photograph, I became somewhat more venturesome and spent my before-breakfast time for three days at the Shenyang North Station, which I reached from our hotel via a 15-minute trolley bus ride and a short walk to a grade crossing where I made a quick right-angle turn and walked in along the tracks. Nobody stopped me. The station is not as busy as the main Shenyang station, but still featured ample action, mostly steam. In the hour I had there between 6:00 and 7:00 a.m., three or four JF Mikados were arriving, switching freight cars or leaving, and there were three passenger trains. The 6:10 westbound each morning was headed by a freshly-painted class RM (for *Ren Min,* meaning "People's") Pacific type, the 1039, with a September 1959 date on her builder's plate. Around 6:45 a train arrived from the west, behind a new class DFH-3 diesel. (DFH stands for *Dong Fa Hung,* which means "The East Is Red".) Then, at 6:50, another westbound passenger train arrived and left. On July 21, 1978, this train had JS Mikado number 6009 on the front. The next two mornings it left behind QJ 2-10-2 number 2604, and it wasn't until the second of those mornings that I noticed that the 2-10-2 had what I had really been looking for: a 1978 date on her builder's plate! So here it was, the confirmation of Mr. Chung's statement that China is still building new steam power.

After that, the rest of our China experience was almost anticlimactic. We saw electric

THE ANSHAN IRON & STEEL WORKS is the largest in China, and on July 20, 1978, a Class-SY (*Aiming High*) Mikado was shifting a string of empty ladle cars in a scene strikingly similar to the view from Avenue G at Northwestern Steel & Wire in Sterling, Ill., where steam, too, still serves.







WALT PETERS, GEORGE DRAKE, SR., COLLECTION

THE DIFFERENCES ARE SUBTLE between the Class-JF Mikado 633 at Shengyang North on July 21, 1978, and Wabash K-1 2417—which was scrapped by the mid-1950's. In China the engineer and power reverse are on the left side, and 633 has no bell but boasts a small air horn near the stack and has red-painted drivers and pilot beam. They have the same couplers and fit the same track.

locomotives of two gauges and various sizes running in the huge open pit coal mine at Fushun. Our overnight sleeping car ride back to Peking was pleasant, with groups of steam engines visible in the darkness as we left Shenyang and more after dawn the next morning as we approached Peking, and a good sound sleep in between. Riding the Peking subway was fun, too. My impressions of it place it in some nebulous middle ground between New York's and Tokyo's extensive systems and the Bay Area's BART.

But there's far more to China than a quick 14-day glance can show. And there's much more to be discovered. All sorts of things are going on there. As an example, a short article published by Hsinhua News Agency the morning we left China reads:

China's Railways Increase Capacity

Peking, July 26 (Hsinhua) — On August 1 a new national rail time-table will come into effect.

One thousand and sixty-six freight and 67 passenger services including 15 special or direct express services are to be added. All provincial and autonomous regional capitals with the exception of Lhasa, and the municipalities of Shanghai and Tientsin are to be linked with Peking by direct express.

The length of train journeys are generally shorter. Peking to Shanghai will take 19 hours against the present 20 hours and 51 minutes.

The growth of China's economy puts great pressure on rail transport. In recent years a number of new rail lines have been completed. Some stretches have been double-tracked, better signal devices have been installed and more diesel or electric locomotives have been put into service. All these measures have made it possible to implement the new time-table.

So, I expect others of you will add to our knowledge of China's railroads. You may recall the closing paragraph of Don Phillips' article in the November 1972 issue of *Trains*, where he promised: "Don't expect results in the next couple of years, but if China opens its gates as rapidly as it could, railfans later in this decade might be stepping into a China with railroads still predominately powered by steam."

That promise is now coming true. With the normalization of relations with China which President Nixon promised now a reality, it is much easier for U.S. citizens to get into China. In January 1979 Great Western Tours of San Francisco ran a China tour, and it should become easier each year to visit the People's Republic of China. You'll have to join a group, though, to get there. Travel alone is discouraged, unless you are of Chinese descent and speak the language.

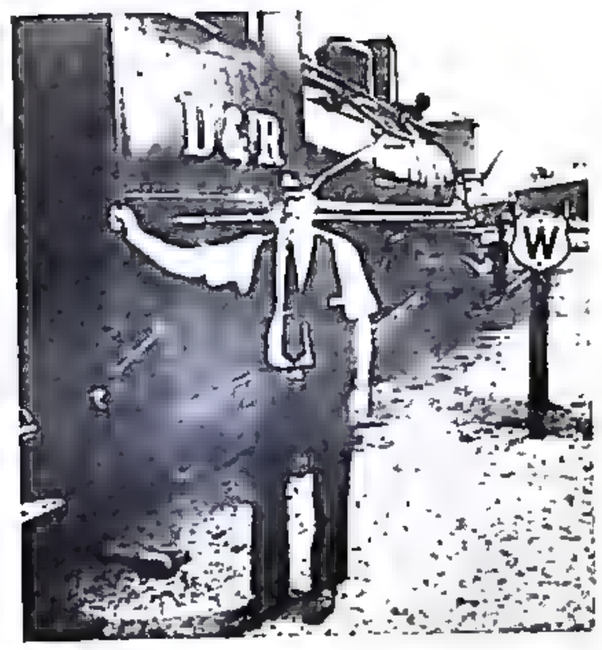
The U.S.-China Peoples Friendship Association has run tours to China since 1972, and more Americans have gone there under USCPFA auspices than with any other organization. For dates and prices of coming tours, contact the USCPFA chapter in your area or their National Office, at 635 S. Westlake Avenue, Los Angeles, CA 90057.

My tour in 1978 cost $2475. This year's USCPFA tours cost from $2450 to $2800 for 19 to 22 days (13 to 16 days in China). The price includes air transportation from the U.S. and transportation within China, hotels, meals, a pre-trip orientation and the services of guides and interpreters in China. There is no additional charge for a stopover in Hong Kong or Tokyo after leaving China (within the limits of the GIT air fare), although you're on your own there.

Other organizations, too, are now running China tours. Great Western Tours (Sheraton-Palace Hotel, San Francisco, CA 94105) was the first U.S. agency operated by and for railfans to run one. Their January 1979 tour cost $2500 for 20 days (two in Hong Kong, twelve in China and two in Tokyo).

There are two less expensive ways to go. One is to be invited by the Chinese, but you can forget about that unless you are a recognized authority in a field of interest to them. The other is to go via a charter flight to Hong Kong and, in that city, arrange a tour into the People's Republic at any of ten or twelve travel agencies that book such tours. Do not plan to do this when the Canton Trade Fair is being held. Charter flights, with round-trip fares from $549 to $947, depending on the season and departure city, are operated by Orient Charter Tours, Inc., 828 Airport Boulevard, Burlingame, CA 94010. Happy journeying!

We'd like you to meet...



Philip R. Hastings

One of the most respected names in the field of railfan photography, Phil Hastings has shared with millions his fresh and realistic views of the late steam era through numerous contributions to magazines and books. He makes his feature debut in RAILFAN & RAILROAD with his article on Houston in 1948 in this issue, although his first photo to be published in the rail field came in *Railroad* in 1946.

Born in Bradford, Vermont, on April 26, 1925, Phil lived there until graduating from high school in 1942. His father was a country lawyer who had ridden Canadian Pacific trains between Richford, Vt., and Farnham, Quebec, as a U.S. Customs and Immigration Inspector for four years prior to World War I. He was a "closet railfan" who instilled in his two sons a fondness for tains with Sunday afternoon walks down to the local B&M depot.

During his late grade and early high school years, young Phil was "adopted" by the local B&M agent-operator, Burnside H. Hooker, who had no sons of his own. Phil earned money doing chores for Mr. Hooker both at the depot and at his home, selling tickets, cleaning the depot, loading baggage and express, running errands, handing up "19" orders and such. He never did have the persistence to learn telegraphy, although "Burn" did his best to teach him.

A Kodak Brownie got Phil into railfan photography at age ten, and that was followed with a Kodak 616 box camera. In 1941 he received a gift from an elderly railfan friend of a Kodak Special 616 folding camera with an f4.5 lens and five shutter speeds; this got him started into serious photography. His first published photos were non-rail subjects in 1942 on the cover of the Bradford annual town report and in the Chevrolet Motor Company *Friends* Magazine.

As Phil describes it, he, ". . . started 'keeping company' with wife, Marion, in early 1942, and indoctrinated her to my habits by sitting in my parents' 1940 Buick down by the B&M depot to watch the B&M-CPR *Red Wing* go through at 2:00 a.m." They were married in 1945 and now have one daughter, Pam (now married and living in Vermont), four sons ranging in age from 30 to 16, and a nine-month-old granddaughter.

Phil was in the army from April 1943 to October 1945, and he says that his biggest regret is that he was too scared of military security regulations during the war to carry a camera around and so missed photographing all kinds of great steam action. He returned to Vermont and medical school in 1945 and graduated in 1950 with an internship at Seattle, Washington—just in time to go back on active duty for the Korean conflict until July 1953. He got interested in psychiatry during his second military medical episode, and completed training in that field at Albany, N.Y., in 1956. He was certified by the American Board of Psychiatry and Neurology in 1959, and that same year joined a private psychiatric clinic in Waterloo, Iowa, where he has resided ever since.

He keeps quite active in his profession; he's been president of the Iowa Psychiatric Society, is president-elect of the medical staff at Allen Memorial Hospital (where he does his hospital work), and is the chairman of the Mental Hygiene Committee of Iowa (appointed by the Iowa governor). His office in downtown Waterloo overlooks—from the sixth floor—the old CGW bridge over the Cedar River, and ". . . as I gaze pensively past my patient's head during the psychiatric interview, I can see former-CGW F-units now painted C&NW yellow going across the bridge."

With professional and family responsibilities making up a large part of his life, Dr. Hastings has kept his railfan ramblings somewhat minimized since the demise of steam. In 1962 he became involved with the Mid-Continent Railway Museum in North Freedom, Wisconsin, and found it to be a fine weekend family activity centered around a caboose restored as living quarters. He is currently the Museum's Vice President-Operations and is on its Board of Directors.

Although he has been generous with his material to authors of books, and has, consequently, been very widely published, Phil is probably best known for his contributions to *Trains* Magazine and his travels with Editor David P. Morgan that resulted in the superb last-of-steam series in the late 1950's that were recently placed between hard covers in the book *The Mohawk that Refused to Abdicate*. The combination of Hastings' photos and Morgan's text produced what has probably become the finest piece of railfan journalism ever put together.

Henry E. Bender, Jr.

The author of our article on China and the photographer of that brand new 2-10-2 was born and raised in the Chicago area—America's railroad capital. Thirty years ago, he recalls, steam power was still common, and it held a fascination that has not dimmed since then. When he was twelve, his father reserved the big armchairs facing the back windows of the *Twilight Limited's* open-platform observation lounge car for a trip to Ann Arbor. The memories of the rear brakeman returning each track-pan attendant's highball as the Hudson up ahead took water, are still as fresh as the crisp night air and threat of frostbite that kept the forays out onto the back platform brief.

In his years of chasing steam since then, there are many more memories: a cab ride in an old Canadian Pacific 4-4-0 in New Brunswick, another aboard an EM-1 rolling coal north to the B&O's docks on Lake Erie, and yet another in a three-foot gauge Consolidation of Mexico's Ferrocarril Mineral de Chihuahua, are some.

Many memorable pictures have accumulated, too, in those years, including those of the engines just mentioned. Henry's specialty is roster shots—the traditional rods-down locomotive portraits—and his collection now contains negatives of over 6600 locomotives (mostly steam) plus many hundreds of stations and other rail subjects. As with most such collections, only about 12% of Henry's were taken by him. It was trading with many of the finest photographers—Bob Foster, Charlie Felstead, Ray Buhrmaster, Carl Ulrich, Bob Hanft, Gerald Best, Doug Richter, Charles Winters, Herb Harwood, and others—that really built up the collection and many valued friendships, too.

Henry is the author of *Uintah Railway; The Gilsonite Route* (published by Howell-North Books in 1970) and has long been an *aficionado* of narrow gauge railroads, as well as of steam power. His history of the gilsonite hauler started as a research paper when he was getting his M.A. in Librarianship at the University of Denver, but it was not his first writing effort (although it was the first book-length one). After earning his B.S. in Engineering Sciences from Purdue in 1958, Henry accepted a job with ACF Industries in Albuquerque, where he worked not on ACF's railroad car building, but on the design and testing of pressure vessels for nuclear rocket reactors of the Kiwi series (flightless, as the name implies). While in Albuquerque, Henry was one of the founders and the first president of the Railroad Club of New Mexico, and editor (and often writer) of its respected *New Mexico Railroader*.

Henry, his wife Barbara, and their ten-year-old son, Phil, live in San Jose, California, where Henry writes programming publications for IBM Corporation. His other interests, which match those of Barbara and Phil more than the railroad interest, include skiing, sailing and bicycling. He has just completed two terms as president of the Central Coast Chapter of the National Railway Historical Society (which has a two-term limit for that office—a good idea), and is now treasurer of that club. He is also a member of the Railway & Locomotive Historical Society, the Pacific Locomotive Association, the Railroad Station Historical Society, The Railroadians of America, the Rocky Mountain Railroad Club and the California-Nevada Railroad Historical Society.

Carstens

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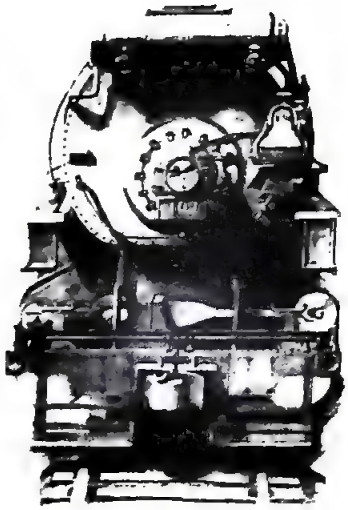

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DON WOOD

TYPICAL OF THE IRON HORSE RAMBLES is this shot of Reading T-1 2124 at Klapperthal Curve below Reading with one of the 1959 excursions, 20 years ago. Photographer Don Wood probably did more than any other railfan to get the images of the Reading trips into print in books and magazines.

The Iron Horse Rambles

On October 25, 1959, the Reading Company tied 16 coaches behind T-1 4-8-4 2124 and sent it from Wayne Junction in Philadelphia to Shamokin, Pa., and back. With scarcely three weeks publicity, they sold out the capacity of the train at a $9.00 fare and carried 970 passengers. That was the beginning of the Iron Horse Rambles—20 years ago.

In 1959 the Reading hadn't pulled a train with steam for over two years nor hauled a passenger behind steam since 1952. It had, however, a modest fleet of essentially serviceable 4-8-4's mothballed at its Reading Shops and a president, Joseph A. Fisher, who was aware of the power of positive public relations. That year had found articulateds hauling coal on the N&W and an occasional 4-8-2 doing likewise on the IC in Kentucky. The Canadian roads still had lots of steam and the GTW was pulling commuters behind 4-8-4's out of Detroit. The Union Pacific's Big Boys had been cold for less than a year, but a 4-8-4 numbered 844 had already put away a couple of seasons of excursion service. In the spring of 1959 the Burlington had fielded a pair of 4-8-4's (5632 and 5626) to relay a fan trip from Chicago to Denver and back while its subsidiary Colorado & Southern was still hauling sugar beets with 2-8-2's. "Southern steam" implied short line action in Dixie, and the only relationship it had with the railroad of the same name was perhaps the heritage of the Kentucky & Tennessee's Mikado 12—the former Southern 4501—and a couple of 2-8-0's working the standard gauge remnant of the ET&WNC. W. Graham Claytor's name wasn't even listed under Southern Railway in the *Official Guide,* and Ross Rowland was a teenager.

The Northeast, however, was steamless, and the Iron Horse Rambles were an instant success. Two more trips followed in 1959, beginning a series that lasted through 1964. There were moments of concern during that time, though. William S. Young relates in his *Iron Horse Rambles 1959-1964, A Memorial Album,* that faces were glum around the

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office in 1960 when the Reading's new President E. Paul Gangewere observed that it would be quite an embarrassment if the road's only serviceable steam engine, 2124, should break down. He surprised them all by ordering out a second engine. Mr. Gangewere had been superintendent of motive power when the T-1's were built and had a high regard for them.

The first doubleheaded trip came on October 15, 1960, with the 2100 and 2124 taking 22 cars from Philadelphia to Tamaqua and then running light via Shamokin to West Milton while black and green passenger F's took the train over the scenic Catawissa Branch. The steam engines then doubleheaded the train home from West Milton. This became a familiar pattern over the next couple of years—along with the added attraction of originating one steam train at Philadelphia and another at Harrisburg and then combining them into one huge doubleheader at Reading.

The Reading ran a total of 51 Iron Horse Rambles covering almost every one of its lines, including the Gettysburg and Wilmington & Northern branches, and originating at almost every major city on the line. The combination of the Pennsylvania farm and mountain countryside and wide range of routes and destinations gave the Rambles an almost endless appeal. Fast running on the main lines and thunderous battles with mountain grades were the highlights, of course. Photo runbys were a regular part of the routine. They even made feature space in *Life* Magazine.

Between the first run on October 25, 1959, and the last (Philadelphia to West Milton) on October 17, 1964, the Reading operated three T-1's, 2124, 2100 and 2102—in addition to visiting the Reading Shop switcher, 0-6-0T 1251, and exchanging whistle salutes with the CF&I 0-4-0 camelback at Birdsboro. On three occasions, the Reading engines were loaned out for service on the L&HR, CNJ and B&O. New management and economic hardship brought the program to an end.

The Reading Iron Horse Rambles are especially significant since they were the first resurrection by a major railroad of completely dead steam—the UP and CB&Q, and later GTW and CN, essentially continued their steam operations into the 100% diesel era, but the Reading brought it back from the dead and led the way for the likes of the Southern, Chessie and all others who would follow.

The disposition of the T-1's to private owners in the subsequent years led to Steam Tours's 2102 showing up on the GTW out of Chicago, the C&O in West Virginia, over Horse Shoe Curve on Penn Central and Conrail and down the P&LE out of Pittsburgh, among others. When Ross Rowland and friends bought the 2101 and 2100 from the Striegel scrap yard in Baltimore and Bill Benson performed his "32-day wonder" overhaul on the 2101 for the *American Freedom Train,* the place of the Reading T-1's as the nation's most photographed 4-8-4's was secure. The *Freedom Train* found the T-1 on the Southern and all over the entire northeastern quarter of the country. Then came the *Chessie Steam Special* and two years of barnstorming the B&O and C&O before the fire at Silver Grove sealed her fate forever.

It's amazing to me, as one who was growing up in the Midwest at the time and never seeing a real Reading Iron Horse Ramble, that I would have seen so much of Reading 4-8-4's. A trip in 1972 over the Reading and the sight of 2102 bounding through downtown Lebanon, Pa., was as close as I came to experiencing a Reading Ramble. The Steam Tours trips around New Jersey, Pennsylvania and Maryland in the early 1970's recreated the Rambles days for the generation that just missed the originals.

Much has been said—and no small amount of it by yours truly—about the distinctly Reading lines of a T-1. Maybe it's a good thing that before their days of fame the T-1's were rather obscure beasts of burden tucked away in the coal fields of Pennsylvania. Would the fan world have tolerated the converting of a Burlington O5b into an elephant-eared D&H 302? Or adding Nickel Plate number boards and a centered headlight to a yellow and blue Pennsy K4?

With the 2101 headed for the B&O Museum as Freedom Train Number 1, the 2100 as a spare parts derelict and the 2102 sitting in a pile of debts near Pittsburgh—not to mention 2124 enshrined at Steamtown—I'm already beginning to miss them. Argue esthetics all you wish, but don't ever deny that the T-1 was a brute of a steam locomotive and a star performer. It's ironic to consider that in the years since the first Rambles that the Reading T-1's have seen fame and triumph far beyond their Pennsylvania Dutch origins—only to find the 20th Anniversary year to be the first in memory without a T-1 running somewhere.

Railroadians mark 40th

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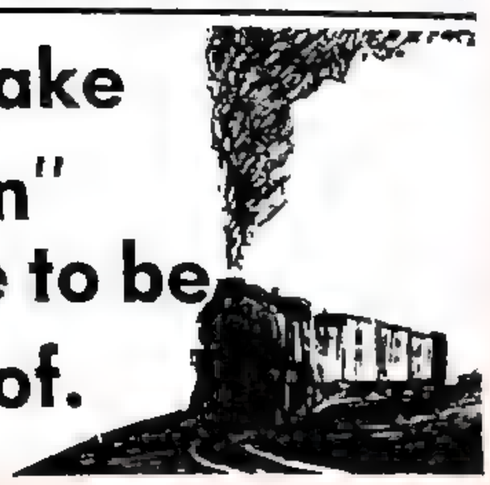

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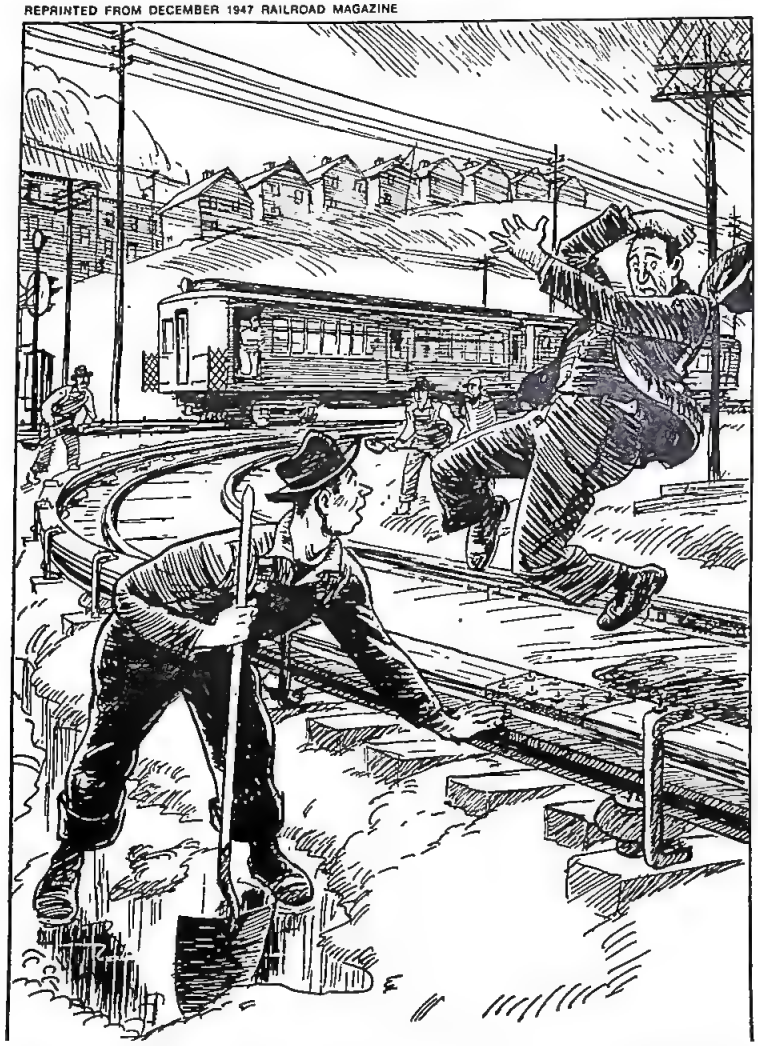
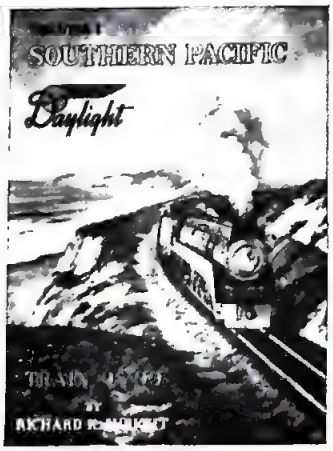


Not on the Wheel Report . . . . . By JOE EASLEY

"No juice yet, Boss."

his apartment and the "Railroadians of America" was formed. The organization celebrated its 40th Anniversary on June 16, 1979, by honoring one of the original and still active members, Vice President Warren Crater, of Roselle Park, New Jersey. The Railroadians—the name defines a "railroadian" as one whose avocation is the study of railroading—now meet monthly in Belleville, N.J.

In addition to Jersey Central engineer Crater, the charter members of the Railroad-



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ians included such other well-known historians and photographers as Robert F. Collins and the late Thomas T. Taber and Walter Lucas. Bob Collins, presently a Conrail dispatcher, was in charge of Field Inspection Trips and started activities off on May 7, 1939, with a 375-mile trip to Rutherford, Pa. from Jersey City on the regularly scheduled CNJ-Reading *Harrisburg Special*. The cost of the trip was $3.50 and included riding on the *Blue Comet* observation car which was added to the train to accommodate the fans.

The first publications received by members of the Railroadians was *The Railroad Employee*, a slick paper magazine published by the Veteran Railroad Employees of the East and New England. Currently, the organization publishes the *Train Sheet* on a regular basis, in addition to a large number of historical books that started with the much-sought-after Lucas *A History of the New York Susquehanna & Western Railroad* and continues with the *Next Station Will be . . .* series. While the 300-member railfan group has not sponsored a fan trip in several years, it has a full schedule of publications that have been among the most highly regarded in the hobby. Their address is: Railroadians of America, 270 W. Colfax Ave., Roselle Park, NJ 07204—WALTER A. APPEL.

Why an Index?

The increased advertising and insertion of the four-page "Index to Volume 2" has made the editorial segment of this issue a bit more compact than usual. We tried to balance the substitution of the Index for *Photo Line* in this issue with Phil Hastings' fine photo coverage of Houston in 1948, but suspect there might be a few of you out there who don't give a hoot for the Index. After all, what do you need an index for?

We feel that the information presented in RAILFAN & RAILROAD is technically accurate and of lasting historical and reference value. To make all of this information useable, there has to be some quick and easy way to find what you're looking for: hence, the index. In our own library which we use for preparing and authenticating material for publication, we tend to judge the value of a publication by whether or not it's indexed for practical reference. Wayner's *All-Time Index* has greatly increased the value of our old files of *Railroad*, R&LHS and NRHS *Bulletins*, because those sources were not previously indexed for us (see *The Book Depot* on page 54 to order Wayner's *Index*). *Trains* Magazine, *Extra 2200 South*, *Rail-*

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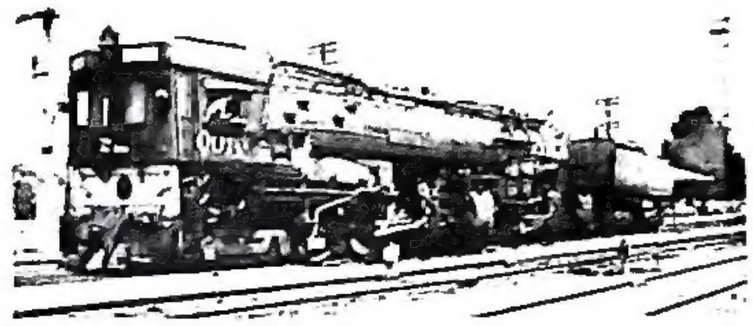

Whittaker

John Kirkland's extraordinary chronicle of every wheel arrangement used by the S.P. since the turn of the century - all but two with multiple run pasts - in Super 8 and now at last in 16mm

SPI Part I Bay Area Commuters First a trip across the Bay on the S.P. Ferry, a look at W. Oakland roundhouse. After a Sacramento local leaves the camera moves across the Bay to dwell on Mission Bay Roundhouse and then on to 3rd and Townsend. Over half the film is devoted to 4-8-2's and 4-8-4's as they blast their way south with the day's commuters and a 22 car Coast Daylight. S/8 sil 177' $27.95 16m sil 316' $53.75

SPII Part II Small Engines The switchers, 2-6-0's and 4-6-0's are covered system wide. During the latter half of the film we see S.P.'s famed Centennial locomotive, a reworked 4-6-0, complete with crimson drive wheels and balloon slack as she gallops up and down the Bayshore with the commuters in tow. S/8 sil 167' $27.95 16m 312' $52.95

SPIII Part III Pacifics to Mountains Begins with the handsome 4-6-2's and their Vanderbilt tenders on the Los Gatos branch and follows a 2-8-0 en route to Calaveras. Next 2-8-2's in Bayshore yard and Fruitvale. The 4-8-2's are shown in variety of locations from Santa Clara to the San Joaquin. Finally, the 2-10-2's thunder thru Stockton and Los Banos. S/8 sil 167' $26.75 16m sil 298' $49.95

SPIV Part IV The Big Ones Big steam at it's best. 4-10-2's, 4-8-4's and the famed articulateds. The film ranges across the far flung S.P. empire: the heavies blasting thru Almagordo, grunting out of Red Bluff for the Cascades, making up time with the Argonaut over Beaumont Hill. But first come the greyhounds, the 4-8-4's wheeling the varnish up Niles Canyon and down the valley, pullman green and 'Daylight' orange. It includes the last regular steam move on the S.P. as a 4-10-2 heads south from Oregon City into the fading sunset. S/8 203' $31.95 16m sil 363' $59.95

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X49E The Shasta Route 4449 northbound through the breathtaking Carquinez Straits, the West side of the San Joaquin, the serpentine of the Sacramento Canyon, whistling thru the high Cascades to a grand finale at Portland. S/8 175' sil $26.25 sound $34.95 16m 312' sound $68.65. sil $52.95

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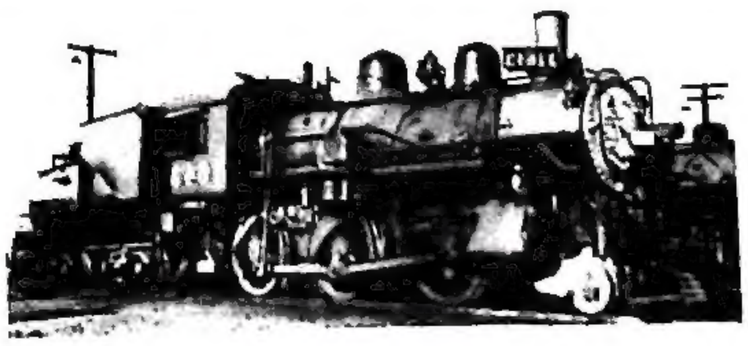

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Poughkeepsie bridge is provided by a local off the old Erie at Greycourt.

The work on our south end of the line is handled by a weekday local that ties up overnight on the property of the zinc mine at Ogdensburg. It goes to work at 2:00 each afternoon to run all the way down to Phillipsburg and then across the Delaware River and into Allentown Yard on the old Lehigh Valley, returning to Ogdensburg in the early evening. The new schedule eliminates the transfer at Hudson Yard above Phillipsburg and cuts the four-day journey from the mine to the refinery at Palmerton down to two days. This has permitted a reduction in the assigned zinc hoppers by 40 cars. That's sensible railroading, and the southbound afternoon run is fine for railfan photography. Un-

ADVERTISING INDEX FOR NOVEMBER 1979

Adventures in Sound 5
Arden, Scott 4
Arkay Records 8
Armstrong, Jack 57
Audio Visual Designs 18
BRMNA 56
Barnard Roberts & Co. 8
Box Cars 6
Bryan Station 19
Bus World 6
CM Shops 56
Caboose Antiques 58
California Southern RR Museum 12
Carl Louks 16
Carstens Publications 54, 55
Central Electric Railfans, Assoc. 9
Chione, Al 19
Concept Classic Details & Photos 12
Cook, Richard J. 58
Creative Calendar 4
Darwin Publications 4
Depot Attic, The 18
Evda Slides 15
Freeman & Co., Samuel T. 57
Gildersleeve, Tom 16
Grif Teller Calendar 16
Hobo Co. 6
Hopewell Productions 19
Hornberger, R.B. 16
Hy-Nark Co. 6
Insignia Clock & Specialty Co. 19
M.F. Kotowski RR Art 17
McMillan Publications 57
Metaphor, Inc. 9
Mid-Continent Railway Museum 14
Mintz, Stephen A. 59
Mobile Fidelity Records 12, 16
New England Rail Service 18
Norry Distributors 16
Northern Lights Enterprises 17
North Western Illinois Chap., NRHS 56
Pacific Fast Mail IV
Passenger Train Journal 13
Porecca & Assoc. 4
Potomac Chapter NRHS 38
Pro Custom Hobbies 14
Quadrant Press 18
Railfan & Railroad 62
Rail Image 17
Railroad Buckle Club 15
Railroadiana Collectors Assoc. 15
Railroad Record Club 56
Railroad Supply Corp. 17
Railway Magazine 6
Rich, W.N. 15
Schrader Studios, Howard 9
Short Line, The 8
Siedow Engineering Specialties, F. 14
Southwest Electronics 16
Starlake Films 14
Sunday River Productions 59
Szwajkart, John 57
Train Cards 10, 11
Train Exchange, The 56
Valley Vision Video Tapes 8
Vanishing Vistas 15
West Coast Slides 8
Western Guideways 17
Weston Bookseller, John H. 7
Whistle Stop Publications 28

fortunately, the L&HR Alcos have given way to rebuilt Conrail Geeps, although former-LV RS11's and even a couple of the L&HR C420's are still working the Allentown pool from which the Ogdensburg power is drawn.

KODACHROME 25: MICHAEL A. MARTIN

PASSENGER TRAIN MEMORIES were recreated in living color on two spectacular occasions this year. In the image of the *City of Los Angeles,* Union Pacific E9 951 (the former *Preamble Express* unit) led sisters 968B and 928 along with SDP35 1406 around Sullivan's Curve on Cajon Pass on June 10, 1979, with the return leg of the *Junior Old Timer's Special* which ran from Council Bluffs, Ia., to Los Angeles and return. Somewhat further south, three of the displaced Delaware & Hudson PA's were discovered together at NdeM's San Luis Potosi Shops, and the receptive roundhouse foreman agreed to line them up for a formal portrait. Shop switcher 5101, an Alco-reengined GE 70-tonner, spotted the 16, 18 and 17 on adjacent tracks, while the dome platform of a tank car provided a vantage point for photographers John Benson and Christopher Manthey on January 5, 1979. Within a month the PA's were moved to the FCP where they are handling passenger trains as God and Schenectady intended.

KODACHROME: JOHN C. BENSON AND CHRISTOPHER MANTHEY

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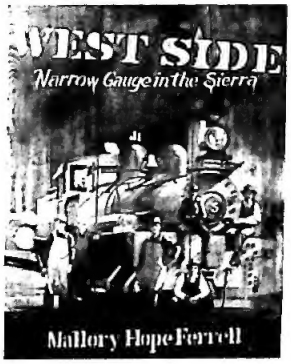

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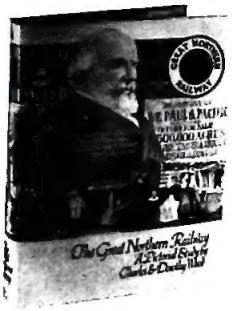

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